



VOLUME 19, ISSUE 8, AUGUST 2004  
A MONTHLY PUBLICATION OF THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION

## NASA ASTRONAUT JANICE VOSS

### MAPPING THE EARTH IN 3-D AND VIEWS OF THE EARTH FROM SPACE

About our August 7, 2004 Guest Speaker

Janice Voss (PH.D.) is the Lead Scientist for the International Space Station Program Expeditions 8 and 9, on-orbit October 2003 through October 2004.

Born 1956 in South Bend, Indiana, Dr. Voss considers Rockford, Illinois her hometown. She enjoys reading science fiction, dancing, volleyball and, of course, flying as an instrument rated pilot.

Dr. Voss received a Bachelor of Science degree in engineering science from Purdue University in 1975, a Master of Science degree in electrical engineering and a Doctorate in aeronautics and astronautics from the Massachusetts Institute of Technology in 1977 and 1987, respectively. She also did graduate work in space physics at Rice University in 1977 and 1978.

Dr. Voss's special honors include NASA Space Flight Medals, Zonta Amelia Earhart Fellowship, Howard Hughes Fellowship and National Science Foundation Fellowship.

At the NASA Johnson Space Center from 1973 to 1975, Dr. Voss created computer simulations in the Engineering and Development Directorate. In 1977, she worked as a crew trainer, teaching entry guidance and navigation. In 1987, Dr. Voss accepted a job with Orbital Sciences Corporation. Her responsibilities there included mission integration and flight operations support for an upper stage called the Transfer Orbit Stage (TOS). TOS launched the Advanced Communications Technology Satellite (ACTS) from the Space Shuttle in September 1993 and the Mars Observer from a Titan in the fall of 1992.

Selected by NASA in January 1990, Dr. Voss became an astronaut in July 1991.



She is qualified for flight assignment as a mission specialist. Her technical assignments have included working Spacelab/Spacehab issues for the Astronaut Office Mission Development Branch and robotics issues for the Robotics Branch. She served aboard the space shuttle (Space Transportation System or STS) including STS-57 in 1993, STS-63 in 1995, STS-83 & STS-94 in 1997 and STS-99 in 2000. **A veteran of five space flights, Dr. Voss has logged over 49 days in space, traveling 18.8 million miles in 779 Earth orbits.**

Dr. Voss first flew on STS-57 (June 21 to July 1, 1993). Mission highlights included retrieval of the European Retrieval Carrier (EURECA) with the Shuttle's robotic arm, a spacewalk by

two crewmembers, and an assortment of experiments in the first flight of the Spacehab middeck augmentation module. She next flew on STS-63 (February 3-11, 1995). Mission highlights included the rendezvous with the Russian Space Station, Mir, the deployment and retrieval of Spartan 204 and the third flight of Spacehab. She also flew as payload commander on STS-83 (Apr 4-8, 1997). The STS-83 Microgravity Science Laboratory (MSL-1) Spacelab mission was cut short because of problems with one of the Shuttle's three fuel cell power generation units. The entire crew and payload reflown on STS-94 (July 1-17, 1997). The STS-94 MSL-1 Spacelab mission focused on materials and combustion science research in microgravity. Most recently, she served on STS-99 (February 11-22, 2000). This was an 11-day flight during which the international crew aboard Space Shuttle Endeavour worked dual shifts to support radar mapping operations. **The Shuttle Radar Topography Mission mapped more than 47 million square miles of the Earth's land surface.**



Dr. Voss has accepted a position at NASA Ames Research Center as the Kepler Science Director. She will coordinate science activities in support of the Kepler Mission and Science Operation Center planning activities. The Science Director leads a team of scientists and science support staff at NASA Ames whose objectives are to detect terrestrial habitable planets in the habitable zone of other stars and explore the structure and diversity of extrasolar planetary systems. The habitable zone encompasses the distances from a star where liquid water can exist on the planet's surface.

Since her current assignment involves real-time support of the crew currently on board the Space Station, she will stay in Houston until the crew returns in October, then on to Kepler.

Dr. Voss's presentation to PMLAA will include radar mapping and views of the earth from space with video and digital images. The Pine Mountain Lake Aviation Association eagerly anticipates the appearance of Astronaut Janice Voss at 5:00 p.m. on August 7 at the Buchner hangar, 20885 Hemlock Street at Woodside Way, Pine Mountain Lake Airport.



 Keith Zenobia

# President's Corner

It's Oshkosh season again! PMLAA will be especially well represented in Wisconsin in 2004. Of course we will have our traditional pilgrimage of attendees, contestants and judges from PML. This year, however, we will also be represented by, local girl made famous, Ramona Cox. She will be making a presentation on her air camping adventures on July 29th. In addition, Dick Collier will be addressing the Questair Venture interest group on his fixed gear modifications.

Certainly the most excited visitors to Oshkosh will be the members of our Wild Blue Wonders. As you probably know by now this group of Tenaya students have earned the right to compete in Oshkosh by winning a multipart aviation knowledge contest in Marysville, Ca. (See article on Pg 6) They are one of only 8 groups so honored in all of California. They could use some help for airfare and lodging. We will be "passing the hat" at the next meeting. These kids have worked extremely hard to get this far and have been energetically raising funds. We should all support their efforts; these are our future pilots, mechanics and air controllers!

Speaking of kids, we are still looking for several people to step up to help teach the new aviation program at Tioga High. I have re-run the article by John Triolo in this month's issue which describes the program and the need. This effort could be split between several instructors to share the load. If you or someone you know might be interested give him a call. Many of us became exposed to aviation at a very early age. Let's give our local youth the same opportunity.

I want to thank all of those who made our June event such a huge success. Everybody seemed to have a good time and we made a fair pile of money for the club to buy the new chairs and other necessary supplies.

### **PMLAA's Recipe for a good time:**

**Gently Mix** good company, terrific food, lots of airplanes, helicopters and cool cars in a terrific location

**Liberaly sprinkle** with soft drinks, wine or margaritas to taste

**Top off** with a world-class speaker

**Allow to simmer** for one afternoon and evening

Serves 300 or more

It is a good thing that we continue to raise money, because we love to spend it. In the last two years we have significantly added to our club's assets. We now own most of our high quality multimedia gear. We have invested in durable tables and recently we purchased chairs that don't tend to collapse mid-meeting. Our next investment will be an 18' trailer to store all of this stuff without consuming someone's shop space. We are also looking at a new camera to produce better videos of our programs. Financial or in-kind equipment contributions are always most welcome.

Peter Seibolt of SpaceShipOne will not be able to speak to us until the X-prize competition is over later this year. Our September 4th speaker will be No Kum-Sok a.k.a. Kenneth Rowe. He was the 21 year-old North Korean pilot who defected and delivered the first MiG-15 to the Americans on September 21, 1953.

# Conni's Comments

August is almost here and we have a really phenomenal speaker for our aviation meeting **August 7th**. You can read all about Astronaut Dr. Janice Voss on page one of this newsletter.

We are planning a **potluck** for this month. **Please bring enough for at least 6 persons. In addition, if you are bringing guests please bring extra for them.** I would hate to again run out of food again, especially with such a phenomenal speaker as Janice Voss.

We are expecting a rather large crowd. If you can spare an hour to help set-up for the meeting, please contact Buck Buchanan.

To accommodate Dr. Voss' schedule, this month's meeting will start at **5:00p.m.** "Margarita Mike" will also be at the helm of his margarita machine to ensure everyone has a great time.

I hope everyone has had a great summer so far, we have some really great speakers lined up for the future. Please mark the first Saturday of each month in your calendar. Be sure to check your PMLAA Newsletter for the time as we do change it occasionally. **Don't be late** this month or you won't get a seat.

**See you August 7<sup>th</sup> at 5:00pm.**

## General Aviation Reaches New Heights



## **NEW HIGH SCHOOL COURSE Airframe and Power-Plant Mechanics**

John Triolo, Superintendent BOFG School District  
962-5765 work, 962-4111 home

**T**oga High School is planning to offer a course for high school juniors and seniors in Airframe and Power-Plant Mechanics. This course will be competency-based and would include instruction in general subjects related to both airframe and power plant mechanics. Subjects such as mathematics, aircraft drawings, weight and balance, fuels and fuel systems, fluid lines and fittings, hardwood materials and processes, physics, basic electricity, generators and motors, inspection fundamentals, safety and support equipment and other related topics. The end goal is that once a student completes the course of study they would be able to enter into a FAA approved program designed to prepare them to take and pass the FAA examinations related to airframe and power plant mechanics.

Jerry Baker, Mike Shaver, high school counselor Jim McClure and myself visited an airframe program in Southern California several weeks ago. From what we saw and in speaking with those instructors it seemed to us that this type of program could be implemented here in Groveland. To do so it would require a cooperative effort between the school district and the Pine Mountain Lake Aviation Association. There is a need to hire several instructors who would share duties and team-teach the course. In addition to the class, it would require some sort of shop area to handle the hands on part of the course.

We have the expertise in Groveland to make this a win-win situation for the school district, our students and the airport. If you are interested in learning more about this program please contact me, or Rand Seigfried for more information.

### **PMLAA AT OSKOSH THIS YEAR**



**RAMONA COX**

**SKYCHICK'S AIR-CAMPING ADVENTURES**



**PMLAA**

**WILD BLUE WONDERS**

## **ANOTHER FUN PMLAA FLY-IN**



# On a Lighter Note...



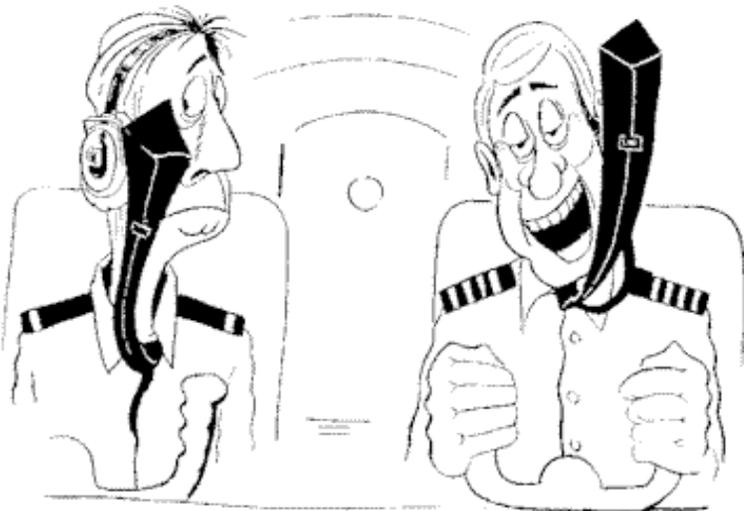
So Mike, does this qualify as a stabilized approach?



“Stationaire 126 Kilo Tango be advised of possible wake turbulence on final”

## Roger That!

At Victoria we have a reporting point, a hotel, which is called “The Waddling Dog”. One day recently, an American pilot called the tower, reporting, “Bonanza 4567Y, Discovery Island, landing.” The tower controller responded, “Roger 67Y, call the Waddling Dog on 119.7 for left base 09.” The American acknowledged with, “Roger that, and, uh, we’re over the nudist colony at this time.” The controller, completely taken in, said, “WHERE IS THAT?” “You first,” the American laconically responded



ALWAYS TRUST YOUR INSTRUMENTS, SON.

## *Direct from the Director*

### **PMLAA Members Support Father's Day Fly-In**

— Jim Thomas, airport director

**S**ummer is certainly the busiest time of the year, especially if you are an active pilot. Here on the west coast we have some sort of fly-in activity every weekend. One of the longest running aviation events in California is the Columbia Airport Father's Day Fly-In, and it is popular with both the pilots and the general public. This year was the 38<sup>th</sup> time Columbia Airport hosted the Father's Day event and it was a great success.

Many of you know that the Airports Department staff consists of only 4 people. What you may not know is that the four of us don't put on the Father's Day Fly-In by ourselves. Like our PMLAA events, it takes a lot of work to put on a good show and nearly all of that work comes from volunteers.

I'd like to thank those PMLAA members who contributed their time and muscle to help make the Fly-In safe and fun. These people are: Bob Applebee, Karen Bounds, Betty Lou Brady, Sean Brady, Buck & Jo Buchanan, Dwaine Carver, John & Sandy Graham, Patty Haley, Eric Henderson, Nealy Gary, Bill Kalichman, Tom & Joann Martin, Rich McGlashan, Guy & Nancy Russell, Roger Sloan, and Cindy Wallace. Please accept my apology for those names I didn't mention.

Alan Wallace deserves special recognition. Alan was the chairman of the Fly-In. He put in countless hours planning and organizing the event. His ideas for improving the way things were done and his vision of the types of aircraft to be featured certainly enhanced the quality of Fly-In. Additionally, he took on the responsibility of "Air Boss" during the aircraft demonstrations. Alan, thank you for all your hard work and dedication.

For those of you who missed the Fly-In and the opportunity to be a part of the wonderful group of people that made it happen, I suggest you mark your calendar for next year. Volunteering your time at next year's Father's Day Fly-In will be a great excuse to spend more time at the airport and hang out with "plane nuts". What better thing would you want to do on a June weekend, anyhow?

### **Notice to Airmen:**

**It's Summer  
Do not Overfly the Lake!**

## *Safety Corner*

### **The Go-Around Decision**

— by Mike Gustafson, CFII

**S**ince I have been spending a lot more time at the airport these days, destroying perfectly good RV 7 parts, I have noticed many landings that should have been aborted long before they were. What is it with our aviation minds that we feel the need to force the issue, to try and put mind over matter, be it flying into bad weather that is beyond our capability, or trying to glue a bad landing back together long after it is busted?

A good landing, notwithstanding all the jokes, is one that starts many miles away from the airport and is the result of a stabilized approach. Each and every approach and landing must be accompanied by a plan for aborting and going around. Just ask Judy Collier (her new nickname is "she who dances with deer.") I am sure her plan for every approach at PML includes some sort of go-around or hip-hop to avoid scratching her new paint job. She prudently plans on a go-around and is pleasantly surprised when she doesn't need to.

The most common problem I notice is a much too high approach with the added attraction of diving on the runway. Then, about ¾ of the way down the runway, power gets applied and the aircraft flutters off to try again. In most aircraft, flaps are incremental, that is you don't need all the flaps for every approach. If you are really allowing for the possibility of a go-around, then 40 degrees of flaps is too much. We all fly our patterns too fast because we are not comfortable slowing the plane down close to the ground. Being master of your ship requires you to be able to fly it slow as well as fast. If you are uncomfortable with slow flight, go out, and at altitude, practice flying your plane at V<sub>so</sub> + 5 Knots. You will be surprised how well it handles.

Not using all the flaps during the approach means that if you do have to abort for deer or other problems on the runway, the aircraft will accelerate faster and develop a more positive rate of climb sooner. If you have to go-around, immediately turn off your carburetor heat. Leaving carb. heat on robs the engine of up to 20% of power, and at a high density airport like PML that 20% could be the difference between a 300 foot per minute climb or no climb at all.

No matter the length of runway, if you don't have your aircraft down, on the ground, in full positive control by mid-point of the runway, then you better start thinking about going around. If you find the wind messing up your well-oiled flair, call it practice and take it around. There are no points given for saving a bad landing, only points for showing good judgment and piloting skills.

See you in Oshkosh. Fly safe!



## Tenaya Team Wins Regional EAA Wild Blue Wonders Competition

A small team from Tenaya Elementary School spent nine months preparing for a regional aviation competition called "Wild Blue Wonders" sponsored by EAA. The contest was held Saturday, June 19, 2004 in Marysville, CA, at the Golden West EAA regional fly-in and the Tenaya kids walked away with *first* prize: a team trip to EAA's AirVenture in Oshkosh, WI, this July for the national competition.

The team, dubbed the Tenaya Eagles by the students, developed a special creed to guide their efforts: "An eagle eye for aviation." The Eagles include 7<sup>th</sup> grader Tyler Hawkins, 8<sup>th</sup> grader Shawn Helfrich, 8<sup>th</sup> grader McKinley Siegfried and 9<sup>th</sup> grader Karen Whitestone. Ninth-grader Josh Abbott, another team member, was unable to attend the competition due to a conflict with band camp. The nine-month extracurricular program was held at Tenaya School and was taught by EAA board member and PMLAA member Rand Siegfried, assisted by George Abbott, another of our PMLAA member volunteers.

The all-day competition included five competitive events: Check Ride, a Jeopardy-like game of aviation knowledge; Log Book, a written journal of the team's creed and work accomplished; Flight Plan, the creation and simulated flying of a prepared flight plan; Free Flight, a flying contest of endurance for team-built balsa-wood and rubber band airplanes; and Runway, a skit about the history of a single airplane performed in front of an audience. The subject of the Eagle's skit was Sonora resident James Doyle's World War II Stearman which is based at Columbia airport. "The kids worked very hard and really came together as a team," said Rand Siegfried. "I'm quite proud of all of them and very excited that they will be able to experience the adventure of a lifetime at AirVenture."

The team will travel together to Oshkosh, WI, in late July to compete in the national Wild Blue Wonders competition which will include regional winners from eight national regions. The students will fly from Milwaukee to AirVenture in Mr. Siegfried's 1954 classic Beechcraft Model 18 airplane. The University of Wisconsin and EAA will host the competitors in university dorms for the duration of their stay.

Thanks for George and Rand for their support of this great activity for our kids, and congratulations to the whole Tenaya Eagles team!

## ANCIENT AIRCRAFT AND CARS WANTED FOR "GREAT RACE"

Pre World War II aircraft—and vintage cars— are being sought to accompany some 30+ historic cars for the re-creation of the *Great San Francisco to Santa Monica Open Road Race* on September 8. The Race, one of motoring's least-celebrated events, allegedly ran from 1919 to 1941. The Race will depart from in front of the Fairmont Hotel in San Francisco (vintage aircraft need not start there), journey to King City on the 8th, then on to Santa Paula for a visit to the local aircraft museum and an overnight on the 9th, and— with luck— cars and aircraft will arrive at Santa Monica the following day.

Prizes will be awarded by the Judging Committee (organizer Martin Swig) for anything that catches his fancy.

For information call:

Ron Wren 415 433 1040 or Martin Swig 415 479 9950.

VISIT OUR COOL NEW  
WEBSITE



WWW.PMLAA.ORG

THANK YOU  
**SILVANO GAI**  
OUR NEW WEBMASTER

## AIRPORTS COMMITTEE MEETING

August 24, 2004  
1:30 P.M.

Columbia Airport  
"Lorick Hangar"  
1000 Technology Drive  
Columbia, CA 95310



**Lost in Space?**

HAVE YOU JUST UPDATED YOUR  
DATABASE AND NOW YOU CAN'T  
FIND YOUR WAY HOME?  
MAYBE IT'S BECAUSE

**Q68 IS NOW E45!**

## Classifieds

### **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](http://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

### **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.

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### **New Member Profile Editor**

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### **Layout and Construction**

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**General Meetings are usually held on the first Saturday of the month beginning at 5:30 p.m. at The Buchner Hangar (20885 Hemlock Street at the Southeast Corner of Woodside Way, Unit 12 / Lot 4).**



**Note: Early start for August meeting - 5:00**

**Upcoming Events:**

August 7, 2004	NASA Astronaut Janice Voss, PhD <i>Mapping the Earth in 3-D and Views of the Earth From Space</i>	5:00pm
September 4, 2004	No Kum-Sok a.k.a. Kenneth Rowe A MiG-15 to Freedom	6:00pm

Pine Mountain Lake Aviation Association  
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