



Volume 20, Issue 6, June 2005  
A Monthly Publication of the Pine Mountain Lake Aviation Association

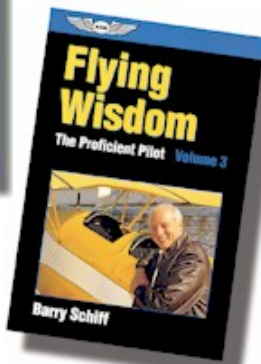
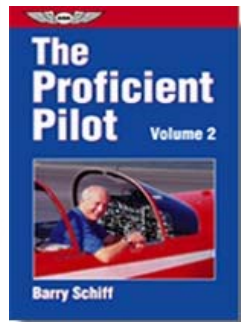
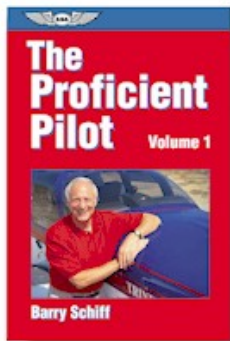
Award Winning Aviator, Journalist, Author and Educator

# Captain Barry Schiff

26,000 Flight Hours - 5 World Speed Records - 52 Years of Flying

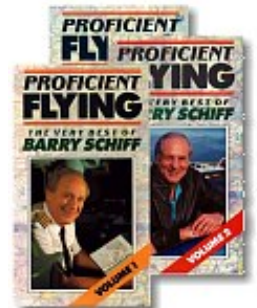
About our June 4, 2005 Guest Speaker

With more than 26,000 hours logged in almost 300 types of aircraft, Barry Schiff has received worldwide recognition for his wide-ranging aeronautical accomplishments. A rated



developed concepts, procedures, and techniques that have received international acclaim.

Capt. Schiff also developed and worked to have adopted the concept of providing general aviation pilots with safe VFR routes through high-density airspace. In 1995 and with the direct approval of Jordanian King



Hussein and Israeli Prime Minister, Itzhak Rabin, Schiff contributed to the Middle East peace process by leading a formation of 35 airplanes carrying 135 Americans, Israelis, and Jordanians from Jerusalem to Amman. As a result, he became the first pilot ever allowed to fly between those countries.

These credentials have not diminished his passion for flying light planes, which he has used to span oceans and continents. He continues to investigate and report to the aviation community various aspects of proficiency and safety, and remains a vigorous and outspoken advocate for general aviation.

PMLAA members will have the opportunity to order autographed copies of Barry's Proficient Pilot books and Proficient Flying videos.

The Pine Mountain Lake Aviation Association is privileged to welcome Barry Schiff, June 4, 2005, at the Buchner Hangar, 20885 Hemlock Street at Woodside Way, Pine Mountain Lake Airport. Please find details elsewhere in

this newsletter.

✈ Keith Zenobia

every FAA category and class rating (except airship) and every possible instructor's rating. Capt. Schiff retired from Trans World Airlines in 1998 after a 34-year career during which he flew everything from the Lockheed Constellation to the Boeing 747 and was a check captain on the Boeing 767.

He holds five world speed records (one captured from the Soviet Union) and has received numerous honors for his many contributions to aviation safety. These include a Congressional Commendation, the Louis Bleriot Air Medal (France), Switzerland's Gold Proficiency Medal, an honorary doctorate from Embry-Riddle Aeronautical University, and, AOPA's L. P. Sharples Perpetual Award. Capt. Schiff was inducted into the New Jersey Aviation Hall of Fame and was recently elected as an Elder Statesman of Aviation by the National Aeronautic Association.

An award-winning journalist and author, Barry is well known to flying audiences for his numerous books and more than 1,200 articles published in 90 aviation magazines, notably AOPA *Pilot* of which he currently is a contributing editor. Many of his articles discuss personally



## PRESIDENT'S MESSAGE

I know you are probably getting tired of hearing me whine about the weather, but for an Arizona boy who is used to 364 days of sunshine all this rain is really annoying. As I write this note it is the first nice day in May after two weeks of pouring rain. The only good news is that I have more IFR time and approaches in the last 6 months than in the last two years; I counted them.

Speaking of IFR, on my last IFR approach to PML I had a nice long conversation with NorCal Approach regarding airspace around our lovely airport. It seems that sometime in September there will be a massive change to all of the airspace around and above us, and NorCal will take over all of the airspace for Columbia and PML airports. ATC is calling this change, the "Big Bang", as in starting over.

The effect will be that departures will be in radar contact at a lower altitude and will not have to climb to 8,000'. Approaches will also be able to be released at a lower altitude rather than climbing to 8,000'. All this is good news when you factor in climb and descent times and freezing levels. It seems that all of our GPS approaches have really stressed out the system as they had it set up for the "good old days."

It cost me lunch, but Mick Hopson has agreed to organize a fly-out to some nice destination spot some time this summer. It may be a day trip with an option of staying over-night or it may just be a lunch flight. Mick is open to any and all ideas so if you have some suggestions track him down and bend his ear. It is my hope that we can revive this time-honored tradition as it is a whole lot of fun and provides an excuse to fly someplace. Before I retired here I visited a lot of nice areas chasing the \$100 hamburger, but now that I am here, I have to force myself to go any place else. I am sure that will change sometime in the future.

It is a bit in the future, but please mark your calendars with a new date for our September club meeting. We will be meeting on the 10<sup>th</sup>, the second Saturday in September. The change in meeting dates is to resolve a conflict with another event. While I am running on about meeting dates, remember that we do not have a meeting in July.

Things are shaping up nicely for our June BBQ so if you have not sent in your reservation do it now, as this will be the kick-off party for the summer season. Conni and her mighty crew are pulling out the stops to make this event one to remember.

Enough for now but start getting those planes all polished up; some day soon it will be flying weather.

*Mike Gustafson*

## SOCIAL NOTES

Those of you who did not get to see and hear Lane Wallace at our PMLAA potluck meeting really missed a great time. I am so glad that Keith invited her to come again and continue her stories. It was a great evening. We even had plenty of food to share. Thank you!

I want to thank all of you who have taken the tablecloths to wash and iron. I have accumulated quite a few bowls, lids and utensils that have been left behind. Please call me if you are missing a dish or even a wooden salad bowl. If you don't want them, I will give them to Helping Hands.

Dig out your cowboy and cowgirl hats, western attire and get ready for a WESTERN WING-DING. PMLAA is honored to have Barry Schiff as our June speaker for the evening at our Bountiful Barbecue and Western Wing-Ding. We are planning all sorts of fun. We will have drawings for aircraft flights, boat rides, picnics, dinners at the Charlotte, plus western and line dancing with music by our own Magic Phil Hickerson,

MAKE SURE TO GET YOUR \$25.00/pp in to PMLAA, Box 131, as soon as you can, as we are filling up fast. Thanks to all who signed up to help with the event. I will be in contact with you soon.

We send Catherine Murphy best wishes on her move to Oregon. Ms. Murphy gave a wonderful presentation to the group a couple of years ago on her experiences as a WASP during WWII. She is also responsible for our lovely aviation tablecloths. Come back and visit us often.

Long-time member Joanie Evans has lost her long battle with lung disease. Our condolences to her friends and family.

*Conni*

### PMLAA Poetry

DETERMINATION  
-- Mary Kelly

Darting, swirling, round and about,  
Swooping, dipping, circling,  
Up, down, in, out,  
They build their nests,  
There's not much time.  
Puddles shrivel  
Under bright, hot sun.  
Soon there'll be no mud.

The enemy arrives. Hose in hand  
He eyes his target,  
In an instant undoes  
All that the swallows have done.  
Coiling his weapon, he leaves.

Swooping, dipping, circling,  
They return to begin again.



## Meet our PMLAA Members

-- Catherine Santa Maria

### Tim & Cecilia Hallock

962-7041

thallock@aviationdesign.com

Tim & Cecilia were all set to move from Camarillo to Carson City, Nevada; they even had a home picked out. Then they attended a meeting of the World Beechcraft Society where Clay Lacy was the speaker. Clay showed a film that had coverage on Pine Mountain Lake. They decided to come take a look and they ended up changing their plans about moving to Nevada and instead bought two homes in PML – one on the Lake and the other on the airport.

Both Tim & Cecilia keep busy with their own company, Aviation Design. Tim refurbishes the interior of airplanes while Cecilia does the books and runs the office. Tim has been in the business for 30 years and used to refurbish Lamborghinis and Ferraris. Tim started out in his younger days when Cecilia says he was a hippie making leather bags and belts. They have 3 employees who worked with them in Southern California who also moved here to continue their employment with the Hallocks because they liked PML so much.



The Hallocks have 2 grown children, one boy and one girl, and 4 grandchildren. In addition, they have two pets Miss Kitty and Reba their cute cocker spaniel.

In addition to the PMLAA the Hallocks belong to the Hwy 120 Chamber of Commerce, Residents Club, Mt. Carmel Catholic Church and have just joined Friends of the Lake. Tim says he is going to take pilot lessons and would like to purchase a company airplane in the

future.

If you are interested in getting your airplane refurbished look them up on their website which is [www.aviationdesign.com](http://www.aviationdesign.com). Tim says there is a lot of information on the site. They also advertise in our own PMLAA newsletter.

The PMLAA welcomes Tim & Cecilia!

### Jim & Cindi Goodrich

962-4660

[Moonspun@sbcglobal.net](mailto:Moonspun@sbcglobal.net)

Jim & Cindi found Groveland and PML thru a water resources website on the internet while Jim was searching for a new position. They came up for the interview at GCSD; Cindi said WOW!! They loved the area so much that they immediately bought a new home in PML and sold their retirement property which was 2 ½ acres overlooking the ocean in Washington.

Jim & Cindi lived in Southern California for most of their married life. They spent a few years before moving to Groveland in Vancouver, Washington and 2 years living on their 42' highly modified sailboat. They cruised to Canada, Mexico and Hawaii.

Jim works full time as the general manager for GCSD while Cindi spends full time as a volunteer in our community. In addition, to belonging to the PMLAA, they belong to the Residents Club (Cindi is the Membership Secretary), Friends of the Lake, Hwy 120 Chamber of Commerce and STCHS.

Cindi is a member of Soroptimist International of Groveland and was recently elected as the Club's Treasurer. She wants to take up golf again says she has clubs that are brand new. In addition, Cindi plays the piano. Jim spends a lot of his spare time with Gains and the Northern Yosemite Corridor Planning Committee and the Groveland Rotary Club. He also loves to play golf and belongs to the PML Men's Golf Club.

The Goodrichs have two grown daughters M'Cori and Caitlin. M'Cori is getting married in June on a boat in Seattle. Caitlin lives in Southern California. Both women will be attending law school. In addition, they have an Australian Shepherd named Cutter.

Jim has his single engine pilot's license and a commercial glider license. While in Vancouver he did a lot of soaring anytime he had a chance. He especially liked the Hood River and the area around North Plains Oregon. Jim obtained his license in Vancouver at a little airport named Columbia. Jim would like to purchase an airplane after he sells his 42' sailboat.



We are very fortunate to have such an active and dedicated couple in our community.

## *DIRECT FROM THE DIRECTOR*

### **Deer Fence Update**

-- Jim Thomas

**R**educing the number of deer crossing the runway at Pine Mountain Lake Airport is an ongoing effort. I have always said that no one solution will work and that our ultimate goal is to reduce the deer on the runway by 90%. Last fall we installed an electric fence along both sides of the first 1,000' of Runway 9. These are test fences and were built to be movable for two reasons. First, we did not want to install any permanent posts due to the expense, and second, we wanted the fence posts to be frangible so that a plane veering off the runway would receive minimal damage from the fence. We chose a slanted fence design to minimize the height of the fence. The slanted design also uses a tripod fencepost that is inexpensive to build and very moveable.

The electric fence is only a test to see how effective this style of fence is in keeping deer from crossing the runway. I asked pilots and residents to provide their observations regarding the effectiveness of the electric fence. After several months of operation the general consensus is that the fence is effective and that most deer are now approaching the fence and then walking parallel to it until they get around it.

However, I personally witnessed three deer go through the fence by jumping between the strands, indicating that the fence was not 100% effective. I asked the Wildlife Services biologist to count the deer tracks and provide an assessment of the effectiveness of the electric fence. His report indicates that the electric fence is deterring the deer but also there is a large population that is now crossing the runway mid field. It appears that our electric fence has protected the first 1000' feet of Runway 9 but now concentrated the deer at mid field.

The next step is to reduce the deer crossing at mid field. In my discussions with the Wildlife Services biologist, I asked how effective a single fence along one side of the runway would be. The biologist indicated that using a single fence might be nearly as effective as the dual fence. After some thought it was decided to relocate the south side fence to the north side where it would become an extension of the existing fence, thus creating a single fence approximately 2000' long and blocking the center section of the runway. Placing the entire fence on the north side has a couple of advantages. First, the fence can be powered by the VASI lights and second, there is no runway exit on the north side so the fence can be continuous for 2000' with no break. In late April, with the help of several PMLAA members, we reconfigured the electric fence to be a single 2000' long fence on the north side only.

Once again I am asking pilots and residents to provide their observations on the effectiveness of the fence. Keep in mind that this is an ongoing test and the effectiveness of the fence may change as we progress through the summer months. Of course, I am still open to other deer control suggestions. Any ideas, give me a call.

## *SAFETY CORNER*

### **Spring Time WX**

-- Linda Monahan, Master CFI - Glider

**A**s I sit at my computer writing this article, it's thunder storming outside and generally being really nasty weather to fly in (or anything else for that matter). We are in the transition period for winter to summer which can bring some absolutely glorious days but that can also present some challenges to flight.

In California, we are spoiled with our fairly predictable summer weather. One thing we do have to contend with is wind. As the valleys and the deserts east of us heat up, a thermal low pressure develops. So back to ground school days: where do the winds move around a high or a low pressure center? The air mass over the ocean is generally high. That air mass will flow to an area of low pressure in the valley. So the result is WIND.

Once we leave the shelter of the Sierras going east, we enter a whole new world of weather. We enter into the influence of moisture from the Gulf of Mexico, which goes all the way into Canada. Add a dose of sunshine (unequal heating of the earth's surface) and a bunch of moisture, and we can expect thunderstorm build ups in the afternoon with all their attendant issues.

There is nothing friendly to an airplane if you get too close to one of the most powerful energy generators in the universe. There is lightning that goes cloud to cloud and cloud to ground. Another real hazard, even if "you can see under them..." is micro bursts and incredible down drafts. Turbulence is a wing busting probability. During the cumulus or building stage, it's updrafts. Glider pilots love them; it's free "gas." During the mature stage, however, rain begins hitting the Earth's surface so you have the combination of up and down draft within the cloud that generates incredible wind shear. When the anvil cloud appears, the storms are beginning to die and produce almost all down drafts which is why to don't want to be under them!

As a glider pilot, we're always looking for lift. I made the mistake of getting too close to one in Minden and almost got sucked up into the cloud, TAIL first!!! So the moral of the story is fly early and go practice your cross wind landing techniques.

Happy Flying,

Linda

[Order your June 4<sup>th</sup> Bountiful Barbecue and Western Wingding tickets today](#)

## News from the web

-- Silvano Gai, webmaster

### Unmatched Aircraft Lineup at EAA Airventure 2005!

Even with more than two months remaining until the opening of EAA AirVenture Oshkosh 2005, the list of confirmed aircraft is already creating one of the most talked-about lineups in the event's 53-year history. The impressive lineup of airplanes already scheduled to participate at the event include:

- **SpaceShipOne/White Knight:** The world's first successful civilian spacecraft, which reached the edge of space last fall to claim the \$10 million Ansari X Prize.
- **Virgin Atlantic GlobalFlyer:** The amazing aircraft in which pilot Steve Fossett, in March 2005, became the first person to fly solo around the world without stopping or refueling.
- **Eclipse 500 jet:** The innovative business jet that is part of a new generation of jet transportation, making its first public flight activities at EAA AirVenture.
- 60th anniversary of the end of World War II: The Commemorative Air Force's legendary **B-29 "Fifi"** leads the hundreds of vintage airplanes from that era at AirVenture, an unmatched collection of fighters, bombers and transports (including FIVE of the world's dozen flying B-17 bombers).
- The U.S. Marine Corps **"Harrier"** jump jet: The unique military airplane that takes off and flies forward, backward, sideways and straight up.
- The Pitcairn Autogiro: A one-of-a-kind aircraft from the 1930s that served as the early forerunner of modern helicopters, and not seen at Oshkosh in nearly 20 years.
- The French Legion: More than 20 small aircraft flying from France for EAA AirVenture, including two 1950s-era **Dassault "Flamingo"** military liaison airplanes.

### EAA Sport Pilot tour

EAA's first Sport Pilot Tour is just around the corner, beginning June 3-4 at the EAA Golden West Regional Fly-In, Marysville, California. EAA's Sport Pilot Team will provide insights into transitioning, maintenance, medical considerations, and more, as people have the chance to see and fly sport pilot eligible light-sport aircraft. They'll also receive tips on what to ask before buying an LSA.

### Sport Pilot rule condensed version now available

EAA's sport pilot website now includes a new, condensed version of the Sport Pilot/Light-Sport Aircraft Rule. The pdf download eliminates the 352-page preamble and reduces the original FAA rule from 100 pages to 19, making viewing and printing the rule much easier.  
[http://www.sportpilot.org/rule/sp\\_rule.pdf](http://www.sportpilot.org/rule/sp_rule.pdf)

### Maintaining Aging General Aviation Airplanes

An electronic copy of the FAA's Best Practices Guide for Maintaining Aging General Aviation Airplanes is now available for download in PDF format on the EAA website. This guide, created by a ad hoc coalition of aviation organizations, including EAA and the VAA, continues to show mechanics and owners a clearer approach to maintaining aging aircraft. It provides excellent guidance for owners and type clubs to develop checklists and other information specific to a model type.

<http://www.eaa.org/communications/eaanews/agingbestpractices9021.pdf>

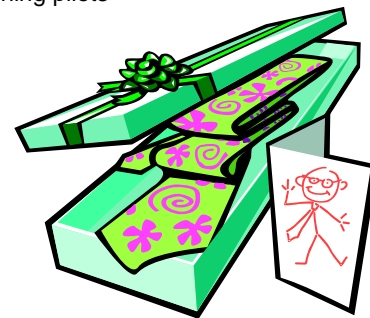
### New FAA Seaplane Handbook Available

The FAA has released a new Seaplane, Skiplane, and Float/Ski Equipped Helicopter Operations Handbook.

<http://afs600.faa.gov/srchFolder.asp?Category=traininghandbook>



This operational handbook introduces the basic skills necessary for piloting seaplanes, skiplanes, and helicopters equipped with floats or skis. It is primarily intended to assist pilots who already hold private or commercial certificates and who are learning to fly seaplanes, skiplanes, or helicopters equipped for water or ski operations. It is also beneficial to rated seaplane pilots who wish to improve their proficiency, pilots preparing for flights using ski equipped aircraft, and flight instructors engaged in the instruction of both student and transitioning pilots



# Happy Father's Day!

*THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION PRESENTS*



with  
GUEST SPEAKER

**Award Winning Aviator, Journalist, Author and Educator**

**CAPTAIN BARRY SCHIFF**

**27,000 Flight Hours - 5 World Speed Records - 52 Years of Flying**

Plus

***A Flock of Fabulous Flying Machines and a Cool Collection of Classic Cars on Display and Chances to win Aircraft Rides, Classic Car Rides, Pine Mountain Lake Cruises & Other Fun Adventures***

at

***The Buchner Hangar***

20885 Hemlock Street at Woodside Way, Pine Mountain Lake Airport, Groveland, California

**Saturday, June 4, 2005**

**Festivities begin at 4:00 p.m. Dinner will be available from 5:30 to 7:00**

**Guest Speaker Barry Schiff at 7:30**

### **Menu**

**Appetizers from 4 – 5:30 p.m.**

**A Special Selection of Scrumptious Summer Salads**

**Tantalizing Tri-tip, Fabulous Fowl and Boardwalk Baked Beans**

**Delectable Desserts, Coffee and Tea**

**NO HOST MARGARITA, BEER, WINE, CHAMPAGNE AND SOFT DRINK BAR FROM 4:00 P.M.**

**\$25 per person**

**Reservations are required and accepted on a first come, first served basis**

Make your check payable to and remit to PMLAA, P.O. Box 131, Groveland, CA 95321.

Please write "June 4 Event" & indicate the number of people attending on your check.

## PMLAA 2005 Roster Updates

### Updates/Corrections:

Harold & Diane Craig, 3957 Grizzly Bluff Rd., Ferndale, CA 95536 (707) 786-5933

Silvano & Antonella Gai, 15840 Alta Vista Way, San Jose, CA 95127

Randy & Marie Barber, 2315 Silver Breeze Ct., San Jose, CA 95138 (408) 531-9854

John & Shirley Brasesco, P.O. Box 324, Big Oak Flat, CA 95305 (209) 962-4815

Kyler & Kitty Laird, P.O. Box 4742, Lafayette, IN 47903 (765) 532-7841

### New Members:

Ann Schafer & Carl Ehret, 10551 Smith Station Rd., Groveland, CA 95321, (209) 962-1942

## Classifieds

An innovative way to learn how to fly a helicopter, the Heli-Chair is guaranteed to transfer skills necessary to fly a real helicopter (<http://www.learnthover.com>). This is not a computer simulation, it is a real helicopter emulator utilizing a remote controlled helicopter. Purchase your own Heli-Chair system or take advantage of training at E45 is \$50 per hour. Call Kas at 209.962.1843. [sales@heli-chair.com](mailto:sales@heli-chair.com)

For Sale: Two British AeroSpace/Scottish Bull Dog Aircraft. They are newly imported from the Jordanian Air Force where they were used for all aspects of training. Both have less than 4900 TT, with 500 SMOH on their 200 hp Lycoming engines that were serviced and overhauled by Mattituk. They're fully Aerobatic (+6g/-3g) with Christen aerobatic fuel and oil systems, full IFR with Narco/King radios/audio panels, they seat up to four, have control sticks and tricycle gear so anyone can fly them! Price is \$55,000 delivered, \$60,000 assembled. For more info on them, call Steve Stavrakakis at 209-571-9949 or e-mail at [wildthings@aol.com](mailto:wildthings@aol.com)

Van's RV-10: Completed to your specs. Mike Shaver (209) 962-6885 or [mike@goldrush.com](mailto:mike@goldrush.com)



**Note: no meeting in July.  
Enjoy 4th of July on the Lake  
and fireworks on July 2nd**

### BOARD OF OFFICERS – 2005

<b>President</b>	Mike Gustafson	962-6336
<b>Vice President, Airport Affairs</b>	Rand Siegfried	962-0710
<b>Vice President, Social Affairs</b>	Conni Buchner	962-4325
<b>Secretary</b>	Kristin Cox	962-7610
<b>Treasurer</b>	Barbara Coldren	962-5168

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<b>Property</b>	Paul Sperry	962-4178
	Bob Bangs	962-5941
	Sean Brady	962-0422
	Buck Buchanan	962-7262
	Allan Buchner	962-4325
	Ron Dodson	962-7221
	Mike Millard	962-7514
<b>Programs</b>	Keith Zenobia	962-4014
<b>Multimedia</b>	Ken Codeglia	962-6270
	Phil Hickerson	962-6714
<b>Community Affairs</b>	Rand Siegfried	962-0710
<b>Seminar Coordinator</b>	Guy Russell	962-6257
<b>Membership</b>	Jane Hansen	962-6515
<b>Roster</b>	Diane Harrison	962-1955
<b>Legal Counsel</b>	Rene Leakakos	962-0499
<b>Webmaster</b>	Silvano Gai	962-6378

### NEWSLETTER

<b>Publisher</b>	Silvano Gai	962-6378
<b>Safety Editor</b>	Linda Monahan	962-5181
<b>Member Profiles Editor</b>	Catherine Santa Maria	962-7904

Aviation Association meetings are normally held at 6:00pm on the first Saturday of every month at the Buchners' Hangar, 20885 Hemlock on the corner of Woodside Way.



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[Mark your Calendar](#)

<b>June 4</b>	Captain Barry Schiff Bountiful Barbecue and Western Wing-Ding	Buchner Hangar Reservations Required Festivities begin at 4:30 Dinner at 5:30
<b>July 2</b>	No Meeting	Fireworks at the Lake
<b>August 7</b>	Regular Meeting Speaker to be announced	6:00pm Buchner Hangar

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

**Do you have  
your Barbecue  
tickets?**