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A Publication of the Pine Mountain Lake Aviation Association

"The Flying Life"

Lauren Paine, Jr., EAA Columnist and Author

April 2, 6:00pm at the Peebles' Hangar
(located on the north side of runway 27)

Most of you have probably enjoyed Lauran Paine's entertaining articles in *EAA Sport Aviation* and in *Pilot Getaways*. He has written the Sport Aviation "Plane Talk" column for the last ten years, after winning Flying Magazine's "Bax Seat Award." He calls his column "aviation from the gut." Others call it entertaining, inspiring and heart-warming. You've read about his adventures in military training, as a commercial pilot, observing Oshkosh, and building his own plane. In his Pilot Getaways articles, Lauran has introduced us to some of the best flying destinations all over America. At our April meeting, we'll be fortunate to hear some of his best stories.

Lauren Paine Jr. is a California boy who grew up on a ranch and always wanted to be a pilot. He learned to fly in the Air Force ROTC program at San Jose State. After college he flew for the Air Force for twenty-four years (active and reserves) in many different types of planes, including T-38/F-5, KC-135, C-47, T-33, and the OV-1.



When he left the Air Force, Lauran became a pilot for Air Oregon, Horizon Air and eventually retired from Alaska Airlines. During his commercial pilot days, he flew Navajos, Metroliners, DH-8s, F-28s, and the CRJ 700.

On the general aviation side, Lauran has owned a Stearman and a Champ. He also spent seven years building his RV8, which (weather permitting) will bring him to PML on April 2nd.

Lauran and his bride of 42 years live in Salem, Oregon. They have two sons and three grandchildren.



Lauren calls this photo of his RV8 "Capitol Formation"

If you like western novels, Lauran's name may sound familiar. His dad Lauran Paine wrote over 900 (yes, that's 900!) books, most of them popular westerns. *Open Range* was made into a movie in 2003, starring Robert Duvall, Kevin Costner and Annette Bening.

At our request, Lauran has agreed to bring some of his books. **The Flying Life: Stories for the Aviation Soul.** Amazon describes the collected stories as "aviation from the heart." The book retails for \$14.95, but will be available for just \$10 for PMLAA members at the meeting.

His other books (available on Amazon) include *If Airplanes Could Talk*, a collection of over 600 educational and humorous aviation quotations, covering the airlines, military, and general aviation.

Man Things ... Equal Time for Men is a guide to explaining men, how they operate, their value systems and philosophy of life. For example:

- "No clothes are so dirty they can't be worn one more day."
- "Any new project is worth buying a new tool for."

Lauran will entertain us with great aviation stories from his general aviation, military, and airlines adventures. ♦

President's Message - Wayne Handley

Many thanks to everyone who pitched in to make our March meeting so successful! There is a lot of work involved, but you all make it fun and easy. Jeff and Vicky Benzing moved their airplanes out and shuffled tools and vehicles around to provide a very comfortable setting. Thank you for your great hospitality!

I'm very pleased with our first two meetings of the year. Col. Rob "Skid" Rowe's talk in February about his career flying the U-2 got us off to a great start and set the bar pretty high, but having a couple of High Rollers in March helped keep the bar up there. Lee Behel and Rick Vandam were formerly members of the Reno Air Guard High Rollers and along with Kevin Eldredge gave us an interesting look inside the workings of the Reno Air Races. All three are highly experienced pilots with many years of air-race participation. Lee and Rick explained how the Sport Class and the Jet Class came into existence and why the Pylon Race Seminar was developed. Kevin talked about the many trials and tribulations associated with his quest to win the Super Sport Class in his NXT "Relentless."

These gentlemen are consummate professionals and it has been a pleasure to get to know them a little better. That is one of the perks associated with my job. ☺



Wayne and the Reno Air Racers at the March meeting

It broke my heart to see our 100 octane price push up to \$4.95 a gallon. There is a physiological threshold at \$5.00 that seems to sap a lot of the fun out of flying for me. I know the price will come down again, but I also know it will never get back down to the last low. I call it the bumper jack effect. When you change a tire you must lower the jack to get it under the bumper with the tire flat, but once the inflated tire is back on you don't have to lower the jack to the original level. Does that sound like a familiar trend with gas prices? However, there is a way to compensate. Back in my air show days there were times when I'd be moving an aerobatic plane cross country in formation with a slower plane. It was a forced economy lesson for me. Once I throttled back I

learned that I could eliminate one fuel stop per day of flying. A fuel stop usually costs about forty minutes, so in the long run I came out ahead. I know it's hard to power back once you get used to a certain cruise power setting, but take a look at your POH and you will be surprised at how easy it will be to compensate for a ten percent increase in fuel price.

I'm looking forward to our April meeting. Lauran Paine is a "pilot's pilot," and a very entertaining speaker. See you all there! Be sure to check out the upcoming EAA events listed in this newsletter too.

Our flying weather will be improving soon, so let's throttle back and make an efficiency run to Half Moon Bay (or anywhere else) for lunch in the near future.

Is there a colored dot next to your address on this newsletter? If so, you need to renew your membership today. Otherwise, this is your last newsletter....

Blue skies and tailwinds,
Wayne

Welcome New Members

We are delighted to welcome new members to PMLAA. Please welcome them!

Brad and Carmen Allen

650-537-7611

ba@csaengr.com

Brad and Carmen own a Cherokee 150 and an RV10. Brad has been an instrument pilot for ten years and built his RV10.

Barry Scales and Lynn Bonander

PML Realty

962-6805, 962-7156

btscales@aol.com, lynnb@goldrush.com

Tricia Whitley

962-1947

twhitley@gmail.com

Steve & Cindy Watts

"The Handy Couple"

986-7755

snc.watts@att.net

Ron & Carole Smith

Carron Tax Services

962-0943

carolesmith@carrontax.com

Rick & Melissa Eason

962-0727, 209-777-0771

r.eason@sbcglobal.net

Rick has been a pilot since 1974. He flies a Cessna 172R and an Ercoupe 415-C. He's also a CFII.

Safety Corner - Norm Peables

Military Airspace: Midair Collision Avoidance

On October 1, 2010, one hundred general aviation pilots were selected in a lottery to attend a fly-in at Edwards AFB and land on the famous dry lakebed. While there they enjoyed a pancake breakfast, historic aircraft, sonic boom courtesy of an F-22 and numerous briefings. One of those briefings dealt with avoiding a midair collision while operating near military airspace. The briefing was presented by Flight Safety Officer Bill Koukourikos. The following is part of his presentation that appeared in the March issue of *Plane & Pilot* magazine.

“There are many areas of the country surrounded by military airspace—mostly in the form of MOAs, training areas, military training routes (MTRs) and restricted areas. VFR operations are allowed in and around many of these areas, but every pilot should recognize that operations in active military airspace are extremely risky.

Remember that military training or flight test aircraft are probably moving at very high speed—often in excess of 500 knots. Studies have shown that if you're on a collision course with a closer rate of 600 knots, (you at 100 kts and the jet fighter at 500 kts) there's no way to avoid a collision if you see each other any closer than 1.5 miles apart. Even if the military aircraft pulls 7 G's and you pull your maximum rate turn away from each other, you'll collide. Keep in mind that two miles is about the maximum distance where a typical GA aircraft can be spotted in ideal daylight conditions. That gives you only about three seconds to spot each other and do something about it. And don't forget that some of the most modern military aircraft may not even have a pilot on board.

This is an issue to take seriously, and the AF provides some good safety tips:

- Squawk a transponder code. That will allow controllers and military pilots to more easily see you on radar.
- Talk to a controller. Contact center or a base controller (like Joshua Approach in the case of Edwards) for flight following. They can warn you of traffic in the area and let the military folks know your position.
- Be visible by turning on your lights. Lights increase your visibility by a factor of five, making you visible at 10 miles instead of two.
- Be predictable by flying at proper hemispheric altitudes and by using recommended VFR flyways.
- Avoid complacency! Keep your windows clean, constantly scan for other aircraft and recognize that if another aircraft isn't moving in your field of view, you're on a collision course.

To learn more: www.edwards.af.mil/library/flightsafety.”

I fly through this area often; not long ago a controller called traffic at one o'clock moving right to left 500 feet below. It was a UAV and a chase plane. We spotted the C-182 about 20 seconds later but didn't see the UAV until they were both at our 9 o'clock. Its gray paint made it hard to see. This encounter took place outside of any military airspace.

Be aware and keep your eyes outside! ♦

Member News

Congratulations, Jeff!

Congratulations to the newest PML pilot: Jeff Benzing earned his private pilot license this week and has a new Katana to play in!

Fun Fly-Out to Harris Ranch

Eight airplanes with 15 people left Pine Mountain Lake at 10:30 a.m. on Friday, February 10 to fly to Harris Ranch. It took most of us about 45 minutes – or a little longer for Carol Simpson in her Cessna 140 and Dan and Nikki Grimes in their Zennair! Everyone stood out in the parking area to watch them land. We had a great lunch. It turned out to be a good day and a great lunch. Stay tuned for information on the next fly-out adventure. ♦

March in Arizona

It's March and all PML roads seem to lead to Arizona. Spending time in the sun and at ballgames this year are the Rossios, Prices, Sloans, Gustafsons, Aveys, Santa Marias, Naylor, Hathaways and Fields among others. Visiting Kent and Sandy Blankenburg is an added treat. ♦

Ground School Graduates

Congratulations to student pilots Catherine Santa Maria, Tim Donovan, Bill Emanuel, and Rick Fox who completed their ground school program, taught by Mike Gustafson. ♦

Jobs in China – Again!

Larry and Nina Jobe are currently in China, leading their eighth annual American Aviators VIP tour. They visit all the most interesting sites in China as well as places of special interest to pilots, such as the Flying Tigers command cave near Guilin and the Stilwell and Flying Tigers museums in Chongqing. It's a must-do trip. ♦

EAA Chapter 1337 Events

1. EAA invites all PML pilots to a special visit to TRACON on April 1 at 12:00 noon at Mather (MHR) airport in Sacramento for an organized tour with a presentation. The Nor-Cal TRACON (NTC) is off the north end of Mather.

Please contact Eric Henderson, event coordinator, if you plan to attend (209) 962 0832 or cessna54c@gmail.com. ♦

2. EAA is also sponsoring a Young Eagles Rally at Columbia Airport on April 16 from 9:00am to noon. We need volunteer pilots and others to help register the kids. This is a great opportunity to share your love of flying with the next generation.

There are a few simple requirements for pilots:

- You must be a member of EAA
- You must have a current medical and current flight review
- You must carry Aircraft Passenger Liability Insurance

If you can help, please send an email to Ed Sunday at esunday@sbcglobal.net ♦

*From The Deputy Director
- Jim Thomas*

Watching the Weather

If I could predict the weather I wouldn't be working as the County's Airport Manager. I can't predict the weather but it's important for the airport staff to keep an eye on the forecasts in order to anticipate the need to perform some of our responsibilities.

General aviation and commercial airports are required by law to have a Storm Water Pollution & Prevention Plan (SWPPP) which has specific monitoring requirements. One of these requirements is that we make monthly storm water discharge observations to check to see if the water flowing from the airport has any odor, sheen, turbidity, or floating debris. This is to verify that the activity at the airport is not creating any contamination that might pollute the creeks, streams and rivers. The "storm water observations" by definition must be of a "qualifying event" which is any runoff that occurs after three consecutive days with no runoff, occurs during daylight hours, and is within the first hour of runoff. Pine Mountain Lake Airport is not staffed so monitoring the weather helps determine when to send someone to the airport to perform the required storm water observations.

The Airports Division also monitors weather forecasts to determine when we can expect significant snow. We only have one snow plow which is one of our two pickup trucks. The plow truck is a heavy duty ¾ ton four-wheel drive truck equipped with studded snow tires and a hydraulically controlled plow blade. We need to monitor the weather to determine if snow is forecasted so we can have the truck ready (with the plow and studded tires installed) for snow removal. Since the plow truck is kept at Columbia Airport, we try to anticipate if there will be snow at Pine Mountain Lake Airport because it takes about an hour to drive the truck from Columbia Airport to Pine Mountain Lake Airport.

When high winds are forecasted, our maintenance staff prepares to look for debris blocking the taxiways or runways. Additionally, downed trees or limbs can block access roads, impact the campground, or just create a dangerous situation. For this reason, we do keep an eye on the forecasted winds. If high winds are predicted we anticipate having to perform some post-storm clean-up.

Lastly, I want to remind everyone that current weather conditions for Columbia Airport can be obtained from our FAA certified AWOS via telephone by calling 209-536-9384.

The system does record the last 30 days of weather, but I'm still trying to figure out how to get it to predict the weather! ♦

Next Meeting:
April 2 at 6:00pm at the Peebles' hangar.



2011 Meeting Calendar

(subject to change)

Date	Program Location
April 2	Lauran Paine: EAA Sport Aviation Columnist and author: <i>The Flying Life</i> Peebles hangar
May 7	Peter Garrison, Flying Magazine Meermans hangar
June 4	Ramona Cox: Back Country Flying Simpson hangar
July 9	Dick Van Grunsven: Van's Aircraft RV Day at PML McGowans hangar
August 6	Dr. Michael Higgins, Flying Adventures Magazine Block party at Barbers and Margraves
September 3	Janice Brown, Solar-powered Aircraft McGowans hangar
October 1	AIRPORT DAY! PML Airport
November 5	Stan Stokes, Aviation Artist Location: TBA
December 3	PMLAA Holiday Party Buchners hangar

Final Notice:

Please pay 2011 dues NOW!
Dues are still only \$20 per household.
If you have any questions about your payments,
contact Carol Simpson.



Pine Mountain Lake Aviation Association

2011 Membership Application for New Members, Renewals & Updates

PMLAA Mission: to promote aviation interests and ensure the welfare and safety of its members, Pine Mountain Lake Airport, and the general community, through aviation-oriented recreational and educational activities.

- Annual membership dues are **\$20.00** per household, payable *NOW*.
- PMLAA Name badges are **\$8.00** each.
- Please send your membership check to PMLAA, P.O. Box 131, Groveland, CA 95321.
- Monthly Meetings: normally held the first Saturday of each month. Please refer to the latest issue of *The PMLAA News* or visit *pmlaa.org* for more details.
- The membership roster (with information from this form) is typically distributed with the April newsletter.
- NOTE: Renewing members: Please only mark information changes on this form.

Which information, if any, do you want published in the roster (the roster is mailed only to members and NOT published on the internet)?

Check the info you agree to have published:

Street Address _____ Phone _____ email address (es) _____

Would you like to receive your newsletter by mail? _____ or by email only? _____

Date: _____ Circle one: New Member / Renewal No Changes / Renewal with Changes Below

Name(s): _____ & _____
(Please print name(s) as you want them on your badges)

Mailing Address: _____ City: _____ State: ____ Zip _____

Local Phone: 209-962-_____ Alternate phone: _____

Email Address(es): _____ & _____

Aircraft Make & Model _____ N# _____

Certificated pilot since (year) _____ FAA Cert/Ratings _____

Circle any aviation jobs you have held: Airline Pilot / Crew, Flight Attendant, CFI, Corporate Pilot, Military pilot/crew, FAA, A&P Mechanic, IA, Lineman, Engineer, Air Traffic Control, Other: _____

Details: _____

Other Aviation Interests: _____

Military Experience: _____

2011 Annual Dues

\$20.00 per family \$ _____ + _____ badges @ \$8.00 each = \$ _____ enclosed

Mail this form and your check to PMLAA, PO Box 131, Groveland, CA 95321. Thank you!



PMLAA OFFICERS – 2011

OFFICERS

President: Wayne Handley 962-7868
VP: Airport Affairs: Marle Hewett 962-0701
VP: Social Affairs: Kathy McConnell 962-5854
Secretary: Charleen Beam 768-6151
Treasurer: Kay Smith 962-6986

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Fly-Out Coordinator: Ken Helling 962-7597
Safety: Norm Peebles 962-1990

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Membership: Kay Smith 962-6986
Roster: Carol Simpson 962-0943
Legal Counsel: Renie Leakakos 532-1958
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Newsletter Editor: Virginia Gustafson 962-6336
Newsletter Publisher: Frank Perry 962-0728
Airport Director: Jim Thomas 533-5685

PML Aviation Association
PO Box 131
Groveland, CA 95321

Next meeting: April 2

Colored dot? Pay your dues *now!*