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Oct. 29 – Stan Stokes
The Passion of Aviation Art
6:00pm at the Muckels' hangar

For over 40 years, famed aviation artist Stan Stokes has produced literally hundreds of paintings documenting historical events, people and places. He researches his subjects to assure the accuracy of the smallest detail. His work hangs in two presidential libraries.



Commissioned by the Ronald Reagan Presidential Library, his 12 foot by 120 foot mural of the "History of the Flying White House" is on permanent display in the new Air Force One Pavilion. In addition, Stan's painting of the "U.S.S. Ronald Reagan" is hanging in the Legacy Room of the library.

The George H.W. Bush Presidential Library in College Station, Texas, has two of his paintings of the U.S.S. George H.W. Bush aircraft carrier.

Three large murals are in the Palm Springs Air Museum; the "Tuskegee Airmen," which has 51 portraits of the real Tuskegee Airmen, "Dauntless at Midway," and "Corsair on Approach."

Since the mid-1980's NASA has commissioned Stan to paint 15 works ranging from the Space Shuttles to the SR-71 Blackbird. Stan



has also painted numerous works for Burt Rutan. Stan's works are also in the Air Force collection, the USAF Academy at Colorado Springs,

the Pentagon, the San Diego Aerospace Museum, the National Museum of Naval Aviation in Pensacola, Florida, and the Smithsonian National Air and Space Museum in Washington, D.C. and has been published in numerous books and magazines.

His subjects include portraits, landscapes, aviation and space, ships, and cars. His work is sought after by museums and collectors alike.



Stan's work has won 1st place in the Benedictine Art Awards and 1st place in the Smithsonian Air and

Space Museum's "Golden Age of Flight" art competition. In May 2000, the National Museum of Naval Aviation honored Stan with the "R.G. Smith Award for Excellence in Naval Aviation Art."



Stan's topic will be about his 44 years experience with aviation art including the aircraft, the pilots and their stories. He will close with an emphasis on the Tuskegee Airmen, as he is deeply involved in a Tuskegee memorial project.

Stan will bring 8-1/2 x 11 color photo prints of his famous art; he will autograph them for a donation (cash or check) to the "Tuskegee Airmen Scholarship Fund."

John Muckel is generously hosting a Diestal turkey Thanksgiving dinner with all the trimmings while we enjoy hearing from his friend Stan Stokes. Please bring an appetizer or dessert to share. ♦

*President's Message
by Wayne Handley*

Here we are in the home stretch of 2011 PMLAA business and I feel my term waning. ☺ We will hold elections for next year's board at the October 29 meeting. If you are interested in serving, please call Marle Hewett at 962-0701.

Since my last article, we had our September meeting at the McGowans' hangar featuring Janice Brown-Sullivan. Janice is an impressive lady! I didn't realize or appreciate the skill and courage she demonstrated while test flying the Gossamer Penguin and Solar Challenger. After several forced landings and flying a rather "rickety" flying machine to an altitude record of 15,300 Janice was awarded the Harman Award by President Ronald Reagan. Her talk was truly inspiring.

Airport Day on September 24th was well attended by the local community, and the EAA Chapter set a new record by flying sixty-five children in the morning.

The afternoon started off with formation flying demonstrations by the Beech Boys, West Coast



Ravens and Swift Flyers. John Andrews and friends then put on a show with model planes that was a real grabber! Next was a flour

bombing and spot landing contest that was fun for the pilots and entertaining for the audience. Michael Thoben was the winner in the spot landing contest flying his pristine Cessna 140. I won the bombing contest, not because I was the closest, but because the closest was disqualified for flying too low. I can't thank Clay Lacy enough for flying his Porter up from Van Nuys to transport the sky divers up to 9,000 feet then do a short field demonstration. Clay always puts on a great show and spends a ton to get the plane up here. The sky divers were led by Pete Swan of Lodi who packs many of the emergency parachutes used by the aerobatic pilots here at PML.



Michael Thoben then brought out his Extra 300L and met the

challenge of Paul Henry in his Grand American Modified race car and Richard Silverbrand on his drag race bike. Both the car and motorcycle reached

speeds of near 130 mph, but Michael got them both by a nose hair. Paul and Richard are both looking at ways to go faster next year, but it will be cheaper and easier to just buy Michael a trimmer. Then it was on to Alan and Yuni Gaudentis' hangar for a PMLAA dinner like we have never seen before. We barbecued chicken, tri-tip, corn and the barbeque pit itself. The pit is a story for another time, but it did bring Groveland's finest out at 1:30am. Actually it was almost as hot as the "flight attendants" Alan hired as servers. Alan does not do things half way! Thanks again, Alan and Yuni!

An amazing amount of work goes into making Airport Day safe and fun; the people who make it happen are the reason PML is such a great place to live.



Special thanks to Marle Hewett, Airport Day Chair, and to Allen Craig as the EAA Young Eagles Chair. (photos by Dick Davis)

John and Linda Muckel host our next meeting on October 29th. Famed aviation artist Stan Stokes will be our featured speaker. You'll also enjoy a slide show by Frank Perry of our Airport Day will during dinner. Jason Diestel will cook up Diestel's finest turkey so members are requested to bring a salad, side dish, or dessert.

Hope to see you all at the meeting,
Wayne

NOTE: Carol Simpson, our Roster Chairman, is working to update email addresses. Please check the 2011 PMLAA Roster for the email address listed under your name. If it is not current, please give Carol your updated address by email: CSATPLRA@earthlink.net or by phone: 962-0943. Keep your email address up-to-date to receive timely PMLAA messages.

PMLAA September Meeting



Our September meeting at McGowans' hangar featured an inspiring talk by Janice Brown-Sullivan, test pilot of the

world's first solar-powered aircraft.

*Safety Corner
by Norm Peebles*

Change is Coming!

I started my aviation adventures in 1968 with the US Army. Since then there have been many changes within the Aviation community. New technology, new rules, new regulations, new techniques, new departments, and more. They all had one thing in common, however, -- resistance to change! The changes we GA pilots resist the most are the ones that cost us money!

Automatic Dependent Surveillance - Broadcast (ADS-B) will be the backbone of the FAA's next generation of the air traffic control system. The ADS-B system is the evolution of your navigation system and your reporting or tracking system working together with radar and ground transmitters to provide a clearer picture of what is going on around you. With ADS-B your position, speed, heading, and aircraft information is broadcast to both ground stations and other aircraft nearby equipped with the system. This system will replace your current Transponder. And it will replace the current radar sites around the country that supply you with traffic information service (TIS) today!

Part of the ADS-B system is a new Traffic Information Service - Broadcast (TIS-B) which provides the traffic information to your display and to the other aircraft around you. For those of us who don't have this information today in our aircraft this is a big plus. *It's free!*

In addition to the ADS-B information about traffic there is also additional information broadcast from the ground based transmitters called Flight Information Service - Broadcast (FIS-B). FIS-B will allow receiving aircraft to see weather and flight service information such as NEXRAD, METARs, AIRMETS, PIREPs, TAFs, winds aloft and much more, another great plus. *It's free!*

Now here comes the resistance part: the service is free but the hardware is not cheap! Searching the web I found NavWorx that offers an ADS-B Transceiver for \$2,795. With installation the total cost would be around \$4,000. This unit is an ADS-B IN and OUT device that is capable of receiving and transmitting information. In addition, you will need a device to display this info such as the Garmin GNS 750/650/ 530/430/480 or a MFD. These can range from \$9,000 - \$20,000+ installed!

There are some portable devices out now that will work off tablet computers and IPADS/IPHONES. WxBox and SkyRadar offer units for around \$1,000. These units are only ADS-B IN devices which means you will receive weather information, but only limited Traffic info.

The ADS-B system is operational now on the West coast, along the Southern border and the East coast. The target date for full completion is 2014. The new rule requiring ADS-B OUT will go into effect on Jan. 1, 2020 to fly in CLASS A, B, C or above 10,000 feet. ♦

*From The Airports Manager
by Jim Thomas*

FAA Through-The-Fence Sponsor's Certification

At the September 20th meeting of the Board of Supervisors, I presented two Sponsor Certifications for approval which the FAA requires for airports that plan to request future FAA Airport Improvement Program grants. The following is an excerpt from my memo to the Board of Supervisors:

"On March 18, 2011, the Federal Aviation Administration published an Interim Policy of Residential Through-The-Fence (RTTF) access to federally-obligated airports. The Interim Policy clarifies the FAA's concerns with residential property next to or on an airport where aircraft owners are allowed to taxi between their residential property and a federally-obligated airport or airport operations area. The Interim Policy requires all airport sponsors to disclose and certify whether or not RTTF access exists at an airport. Also, any airport with RTTF access that intends to apply for an Airport Improvement Program (AIP) grant in the future must develop and submit an "Access Plan" for review and approval by the FAA."

"The County of Tuolumne owns and operates two airports, Columbia Airport and Pine Mountain Lake Airport. The RTTF issue is only a concern with Pine Mountain Lake Airport as Columbia Airport does not have any existing access from residential property and is in compliance with the AIP grant assurances."

The Board of Supervisors approved the two Sponsor Certifications, one for Columbia Airport that indicates that no RTTF exists, and one for Pine Mountain Lake Airport stating RTTF access does exist and that Tuolumne County intends to submit an "Access Plan." In my presentation to the Board of Supervisors I made it very clear that the preparation of an "Access Plan" will take considerable time and money, AND there is no guarantee that the "Access Plan" will be approved by the FAA. The approval by the FAA of the "Access Plan" is required prior to the application for any Airport Improvement Program grants after the FAA's fiscal year 2012.

The preparation of an "Access Plan" requires a significant amount of work and the development process has not yet been established, however, it will involve public workshops and input from the Airports Advisory Committee. The required content of the "Access Plan" is identified in an extensive Appendix C of the FAA's Compliance Guidance Letter 2011-1. At this time it is unclear how the preparation of the "Access Plan" will be funded and also whether an "Access Plan" that is practical and acceptable to the PML Airport residents would be approved by the FAA. Stay tuned. ♦

Mark your Calendar!

PMLAA's Christmas Party is Dec. 3 at Buchners' hangar. Catered dinner by Stacie Brown; dance music by Phil Hickerson. Fee: \$25 per person. We will also collect toys for the Christmas Basket Project. Watch your mail for details and reservation forms.



2011 Meeting Calendar

Date	Program	Location
October 29	Stan Stokes, Aviation Artist	6:00pm - Turkey dinner at Muckels' hangar <i>Please bring an appetizer or dessert to share.</i>
December 3	PMLAA Christmas Party	Buchners' hangar <i>Watch your mail for more information and reservation form.</i>

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PML Aviation Association

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Next meeting: Oct. 29