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Julie Clark to Speak on February 2nd!

Where: Lee Behel's Hanger at **6:00 PM** February 2nd 2013

A pilot for more than 40 years and a retired Northwest Airlines Captain, Julie Clark has logged more than 31,000 accident-free hours in the air and is rated in more than 66 types of aircraft. Marking her 31th year as a solo aerobatic air show pilot, Julie has earned the admiration of fans everywhere and garnered many awards and honors. In March of 2002, Julie received perhaps her highest honor with induction into the Women in Aviation Pioneer Hall of Fame of Women in Aviation, International. The Hall of Fame recognizes the significant contributions women have made to the aviation industry as record setters, pioneers or innovators. "Being inducted into this outstanding Hall of Fame is a great thrill for me," said Clark. "Being honored at this level for doing something that I truly love makes this induction even more special."

Honored annually since 2006 by Airport Journals and the Kiddie Hawk Air Academy, as one of the Top 40 "Living Legends in Aviation", with the likes of Bob Hoover, Gene Cernan, Chuck Yeager, Morgan Freeman and Harrison Ford, Julie was again honored for her achievements for 2010. In 2006, Julie was the only woman named in the Top 10 of Favorites. In 2007 Julie was named, "Woman of the Year" by Senate District 1, by the California Senate. Julie was honored for her contributions to her local community and the community of aviation.

In 1981, Julie was the youngest recipient of the "Woman Pilot of the Year Award," bestowed by the Southwest Section of The Ninety-Nines, the female pilot's association whose first president was Amelia Earhart. In 1988 and 1997, General Aviation News named her "Performer of the Year" as well as "Favorite Female Performer" for 1988, 1990, 1992 and 1997. Julie, whose dedication to aviation has led many to label her as a legend in her own time, has been recognized by the FAA, in Washington, D.C., with the meritorious Certificate of Appreciation for the following areas: Outstanding Contribution to Professional Women in Aviation, Contribution to the Preservation of Military Aircraft and Contribution to Women Pioneers in Aviation. The Certificate of Appreciation had only been presented six times when it was presented to Julie.



President's Message *by Eric Henderson*

Well, 2012 sure went by fast. I was really enjoying the life of Vice President with little worries under the smooth hand of Marle. It seems we made it through another national election, the world didn't end as predicted by the Mayans last month, and we're here to begin another great year. Bring on 2013!

Your PMLAA 2012 team did an amazing job last year! Please thank all those members that continue to make this the best organization in the Mother Lode and arguably one of the best community-based aviation organizations in the country. Last year's team, lead by Marle, put several new things in place to help ensure the longevity and sustainability of PMLAA. One very important but not very sexy thing was to make sure we now carry liability insurance for our community aviation day in the Fall. Another was our new PMLAA online store where anyone can order hats, sweaters, shirts, jackets and all sorts of PMLAA personalized items. Check out (<http://www.companycasuals.com/pmlaa/start.jsp>) to order your PMLAA apparel today!

I am very excited about our speaker lineup for 2013! We have some amazing people that have already agreed to come and share their experiences with all of us this year. I have heard from many of you over the past year, and I hope you will agree we will have a good mix that will keep it fresh and interesting. Starting next month we will have the extraordinary **Julie Clark**, arguably one of the most recognized and accomplished airshow performers in the world. Following Julie in March, we will be privileged to listen to the pioneering stories of famed aviator and test pilot, **Brigadier General Robert "Bob" Cardenas**. General Cardenas led the way in the development of what we now know as "stealth" technology when he commanded the YB-49 test flight program, and later commanded the X-1 program. A couple of young aviators; Chuck Yeager and Bob Hoover, worked for him on the X-1 program – you may have heard of those guys. To round out the Spring, we will have our very own **Melissa and Rex Pemberton** to share their amazing stories about life on today's airshow circuit and some of the cutting-edge developments they are a part of. Before we break into Summer, we'll all be treated to stories from **Colonel Robert "Shane" Kimbrough**, NASA Astronaut. More details to follow, so stay tuned!

We will have more fun this summer, and more speakers to be announced. The August block party seems to be a continued success, and we would like to keep that as a fun summer event. Katherine Santa-Maria has some amazing plans for all of these

events with some new and some revised party plans for the remainder of the year. I am looking forward to seeing you all at next month's meeting. Let's keep aviation alive and fun!



Aircraft Display Schedule

Ken Helling has once again volunteered to host our monthly, public historical aircraft display day.

If your aircraft is 35 years old or older, you may qualify to display your aircraft as part of a tax exemption program. Please contact the Tuolumne County Assessor's Office at 209-522-5535 for more information.

All qualified aircraft are to be displayed on the public parking ramp between 0900-1300 on the 3rd Saturday of each month. **Free** BBQ'd hot dogs and hamburgers are often served – contact Ken Helling if you can help.

Please put the planned display dates for 2013 on your calendar now – dates subject to change.

January 19, 2013

February 16, 2013

March 16, 2013

April 20, 2013

May 18, 2013

June 15, 2013

July 20, 2013

August 17, 2013

September 21, 2013

October 19, 2013

November 16, 2013

December 21, 2013

*From the Airports Manager
by Jim Thomas*

Parking Vehicles at the Airport

Often I receive calls from a tenant indicating that there is a vehicle parked in their tie-down or preventing them from parking their aircraft in their designated spot. Also, there are times when I notice a vehicle parked on the ramp, taxi lane or taxiway (in the aircraft movement areas) in a location that makes it difficult to taxi an aircraft. I would like to emphasize that the airport exists to serve aircraft. For this reason aircraft always have the right-of-way over everything else, including motor vehicles, golf carts, bicycle riders, motorcycles, and pedestrians.

Some residences have a painted line that is 25' from the taxiway centerline to indicate the edge of the clear zone of the taxiway. Our airports are designed for an aircraft with a maximum wingspan of 49' so the clear zone for the taxiway is designated to be 50' wide. Under no circumstance should any vehicle block the taxiway clear zone.

It is requested and even expected that all those exercising at the airport park their cars in the gravel parking lot located adjacent to the pilot's lounge and not on the ramp. Although this might seem like an inconvenience, it does increase safety by reducing the potential conflict between your vehicle and an aircraft and it keeps the ramp open for aircraft to taxi or park.

All tie-down tenants should park their vehicle in the center of their tie-down or if room allows behind their tie-down. Under no circumstance should anyone park their vehicle such that it blocks an adjacent tie-down. We assign tie-downs based on which ones are un-rented and don't want to rent a tie-down that cannot be used.

Transient pilots wanting to leave a vehicle at the airport in the gravel parking lot should obtain a long term parking permit from the Airport Office. There is no parking fee if a car is parked at the airport for less than 10 days but again the vehicle must be parked in the parking lot and not on the ramp. Transient pilots might want to consider renting a tie-down. An advantage of renting a tie-down even if you only fly to Pine Mountain Lake Airport occasionally is that you have a designated spot in which you can park your vehicle eliminating the need for a long term parking permit and making your vehicle more accessible once you arrive.

*Safety Corner
by Marle Hewett*

Cockpit Distractions

The following from Ray LaHood – US Secretary of Transportation:

"Recent incidents have revealed that airline pilots are using personal electronic devices, including laptop computers and cell phones, in the cockpit. In one well-publicized instance, two Northwest pilots were using their laptops in flight and lost situational awareness; they flew 150 miles past their destination. It doesn't take a safety expert to realize there is no room for distraction when your job is to get people safely to their destinations. The distraction Ray is talking about is really a small part of a much bigger problem that's been around since humans first flew: it predates the "digital" age and glass cockpits. It's the problem of spending too much time looking at gages or maps, or adjusting stuff, or whatever and not enough time looking "outside" in VFR flight, and it applies to all aviators, not just the airline guys.

In my career as a Naval Aviator flying tactical airplanes, I learned in spades what it took to survive in certain flight profiles related to this problem. As an "attack" pilot flying A-4s, we flew a lot of practice low-level navigation missions – two hundred feet in the air at 400+ knots. Many of you know of the existence of these practice routes the Air Force and Navy use; they appear on your sectionals.

Your survival depended on learning a set procedure; 1) Your gaze was ALWAYS outside with an occasional glance inside. 2) Before looking inside, you mentally decided EXACTLY what gage you needed to look at. 3) That decided, you would trim the plane one "notch" nose up. 4) Then, you would look directly at the gage, observe the reading and IMMEDIATELY look up WITHOUT looking at anything else in the cockpit. 5) Finally, you would re-trim one "notch" nose down and descend back down to your nominal AGL.

That sounds drastic, but you get the point; it saved lives. Flying VFR we all tend to look inside the cockpit too much in any flight regime. Our fancy electronics seem to exacerbate the problem. Think about it; then, in your next flight, concentrate as much as you can on looking "outside"; only look "inside" when you absolutely have to. Just try it.



2013 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
Feb 2	Julie Clark	6:00PM Lee Behel's Hangar
March 2	BG Robert "Bob" Cardenas	6:00PM Location TBA

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