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Association

The Prop Award Recipients:

(front row): Kay Meermans,
Linda Craig
(middle row): Kathy
McConnell, Patty Peebles
(top row): Karen Handley,
Pat Price



**Congratulations to our 2014
Volunteers of the Year!**

President's Message By Catherine Santa Maria

Happy New Year PMLAA members. Our first meeting of the year will be on February 7th, 2015 at the McGowan Hangar at 6:00PM. Our guest speaker has not yet been determined but we are working on a few possibilities.

It is time to renew your annual dues if you haven't already done so. There are still a few of the 2015 calendars for sale. They make great gifts and if you haven't received yours yet please call Kay Smith at

209-303-5385. We have a sale price for them- \$10 each! Pick yours up today.

Our new Board and Committee Chairs are ready and willing to make 2015 another great year for the Aviation club. Many thanks to all of them for volunteering to serve. Please see the back of the Newsletter for the Board of Directors and Committee Chairs. In addition, this information can be found on our website: www.pmlaa.org.

I am still in need of hangars throughout the year and of speakers. Our Board will be adding some new ideas to the monthly meetings. If you have an idea for a meeting please call me at 962-7904 or email me at casasantamaria@yahoo.com.

Meet Your 2015 Officers



Board members Kym Purifoy, Danielle Coelho, Catherine Santa Maria, and Dale Mueller (not pictured: Kay Smith)

President Catherine Santa Maria: A couple of years ago I was talked into becoming the VP Social and then VP Airport Affairs for our Aviation Club and now here I am President. What happened??? As many of you already know I had an extensive and longtime banking career and retired twice, once from Wells Fargo Bank as their VP and Manager of the San Jose Main Office and once here in Groveland as the VP and Manager of the Pacific State Bank now Rabobank.

I have lived here in PML for 17 ½ years and decided one day to become a Private Pilot. The reason for the decision was that we were members of the PMLAA and loved to attend the monthly meetings to hear the great speakers and the fellowship that is part of our wonderful community. We live right across the street from E45 and I loved watching all of you pilots take off and land and thought think I can do that too! After many hours and lots of instruction I attained by Private Pilot's ticket in December of 2011.

And NO, Larry still won't fly with me!!

Looking forward to working with all of you in 2015 know it will be a fun and rewarding experience.

Vice President Dale Mueller: I was born in August of 1950 in St. Louis and raised in Jennings, Missouri. Never heard of it, you say? It shares a common border with Ferguson. Now you know. A product of the most public education possible, I rocket through careers like Buck Rogers on meth. Eagle Scout, AF

Academy grad, bomber pilot, airline pilot, Army rotorhead, diver of all mediums: these are a few of my less-offensive epithets. Starting in B-52s, I have transitioned to ever-smaller aircraft (with a brief uptick at Eastern Air Lines) until I arrived at my present employment flying EMS Bell 407s. My wife Kandy and I moved to PML 2 ½ years ago after 35 years of quasi-homelessness. We want to stay, but if past history is any indicator, we are due to move. Let us know if we've worn out our welcome.

Treasurer Kay Smith: My husband Hugh and I moved to PML in Sept. 1983, so we could have our airplane in our backyard. After he had a heart attack in 1989, he asked me to learn to fly. I told him I'd try and with Larry Jobe's patience I got my license in Jan. 1990. We enjoyed many years flying together and I'd even go by myself to take a friend somewhere. After Hugh died in 2004 I sold the airplane knowing it would be more than I could afford to keep it. PML is my home, my friends are here and I want to live here as long as I can. I'm starting my sixth year (not consecutively) as Treasurer and hope to continue to do all the things I love.

Secretary Danielle Coelho: Danielle Coelho is a wife, mother, cosmetologist, and in her own words - future pilot. Danielle's bio goes like: this after 30 years of running award-winning hair salons on the central coast of California Danielle decided to relax a little. This is when she and her husband Gabriel found Pine Mountain Lake which sparked the wings within her.

After flying back-and-forth to PML with her husband a seasoned pilot listening to all the flight-related stories from the PMLAA meetings she decided this was her next step in life. She says flying has built up her confidence and the ability to believe anything is possible. She is proud to be a member of this aviation community.

VP Social Affairs Kym Purifoy: Kym Purifoy moved to Pine Mountain Lake in 1995. Her husband Paul is a pilot & she plans on becoming a pilot when she retires. Kym works from home and her passion is animals. Kym has already held the position of VP Social Affairs and looks forward to working with a social committee to make the year a fun one.

Are You Ready For Winter Flying?

By Mike Gustafson

As I write this note the first couple of winter storms are upon us with a vengeance. In the space of 4 days we went from shorts, tee shirts and 80 degree weather to long pants, coats and temps in the 50's, which is Winter as far as this Arizona boy is concerned.

The good news is that with the cold dense air our airframes and engines perform much better, no more low flat departures that cause the squirrels to file a near miss report. The wings generate more lift and the engines have increased volumetric efficiency. The bad news- are the pilot and airplane ready for winter flying?

If you are IFR rated then are you really current to launch into the grey stuff? Set yourself down and really look at your personal minimums. When was the last time you really flew an approach down to 200 feet and ¼ mile visibility? I suggest that for most of us we would have to turn quite a few pages back in the log to answer that question. So how about setting some higher minimums until you have flown a few hours under the hood or in actual conditions? There is such a thing as "light" IFR, insist that your enroute ceilings are 1500 feet and visibility is 3 miles and that any approach breaks out in basic VFR minimums.

The airplane will require some currency efforts are well. The first is what type of oil is in the crank case? If it is not a multi-viscosity oil then you might consider an oil and filter change to something like a 15W50 oil that will still be somewhat liquid on those 30 degree mornings. Remember, most all of the engine wear occurs in the first 15 minutes of engine start prior to the oil coming up to operating temperature. Cold morning starts with lumpy oil only hastens your meeting with the engine overhaul shop. Placing a 60W light bulb, turned on, the night before your flight will warm up your oil nicely.

Also as the temperatures at altitude drop your engine oil temperature could? In some installations there is a veritherm valve that diverts oil around the oil cooler to bring the oil temperature up to proper operating temperatures. Oil manufacturers indicate that the oil temperature needs to be above 180 degrees for about 30 minutes to boil out all of the corrosive gunk in the oil. Low oil temps is not a good thing in this situation. If you can determine that the oil temps are below 180 degrees in flight then consider adding a blanking plate over a portion of the oil cooler air inlet. Consult your engine/airframe manual or friendly A&P for the right way to do this.

How about the heater? Probably the last time the heater muff was leak checked was at the last annual, oh maybe 10 months ago? Carbon monoxide is tough to breathe and still be able to know up from down. If you can't get your muffler heat muff leak tested at least get a new carbon monoxide detector for the cabin. I picked up one of those new slick battery operated detectors that have an alarm that sounds just like your smoke detector at home and has a read-out of how many PPM of the bad stuff you are breathing. They are a bit pricey but work great.

Beware of take-offs or landings when the runway has any serious accumulation of snow. Airplanes are not great at 4-wheeling. If you really must fly in the snow, take off your wheel pants; there is less chance of locking up the tire.

Most of the planes we fly are not certified for flight in icing conditions, so check your weather and find out where the freezing level is located and stay clear of it.

Fly safe!



Winter Flying In the Sierra

Social Column

By Kym Purifoy

The February 7th PMLAA meeting will be a soup & salad dinner at McGowan's hangar. Please bring an appetizer, soup, salad or dessert to share. FYI, great soup recipes can be found at:

countryliving.com/cooking/about-food/soup-recipes

2015 Calendars now \$10 each! Contact Kay Smith to purchase your calendar today.



2015 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
January	(no meeting)	
February 7th	TBD	6:00PM McGowan's Hangar
March 7th	TBD	TBD

BOARD OF OFFICERS & COMMITTEE CHAIRS – 2015

OFFICERS		COMMITTEE CHAIRS	
President , Catherine Santa Maria	962-7904	Property , Ed Peters	962-6267
VP, Airport Affairs , Dale Mueller	962-6308	Multimedia , Phil Hickerson	962-6714
VP, Social Affairs , Kym Purifoy	986-2622	Membership/Roster , Karen Appleby	962-4549
Secretary , Danielle Coelho	962-7207	Airports Manager , Benedict Stuth	533-5685
Treasurer , Kay Smith	303-5385	Display Day Coordinator , Ken Helling	962-7597
		Safety , Marle Hewett	962-0701
		Newsletter , Susie Williams	962-6922
		Webmaster , Silvano Gai	962-6378
		Newsletter Printing , Herman Schaap	962-5797

PML Aviation Association

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