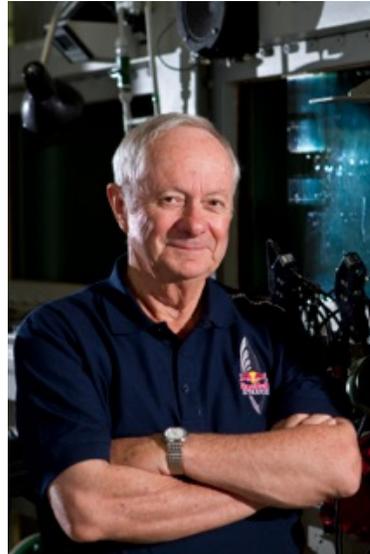


**“Calcutta” Safety Trivia Contest  
Moderated by Marle Hewett  
Saturday, April 4<sup>th</sup>  
McGowan’s Hangar @6PM**



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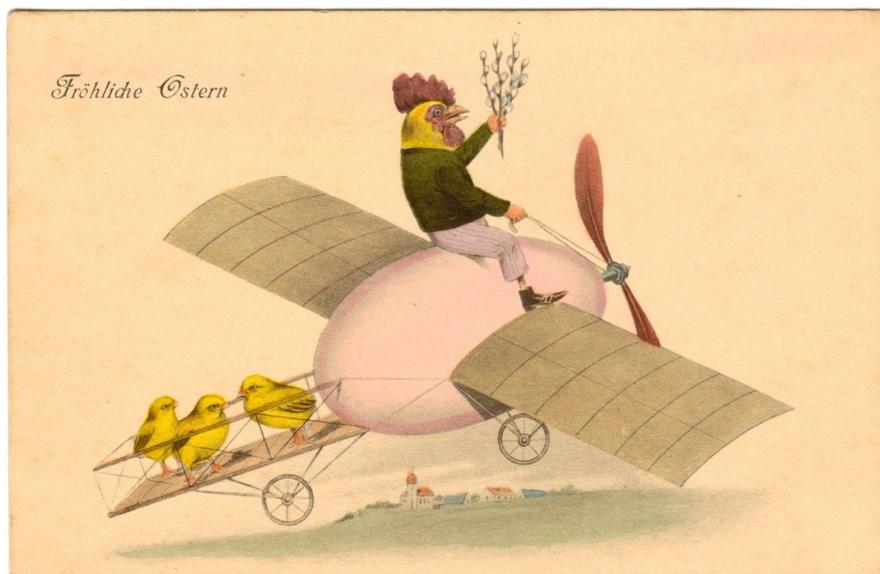


**Here’s how it works:**

When you enter the hangar, you’ll be randomly assigned to a team. Together with your teammates, you’ll bid on one of the volunteer pilots who will lead your team and be your “expert” for the evening. Your bid money will be put into the 50/50 pot along with the bids from all of the teams. Take your best shot at answering the questions that Marle has prepared. The winning team will split half the 50/50 pot, with the other half going to the Association.

Our volunteer expert pilots for the events will be: Gabe Coelho, Dianne Cole, Allen Craig, Mike Gustafson, Dale Mueller, Lynne Orloff, Ken Orloff, Norm Peebles, and Jim Thomas (JT).

Join us for an informative evening of fun!



## *President's Message*

*By Catherine Santa Maria*



**G. Bruce Hedlund with PMLAA Board Members**

**H**ope you all enjoyed the March meeting and our special speaker G. Bruce Hedlund from Pilots N Paws! Many thanks to Dennis Smith for bringing Bruce to us and for hosting our guest at his home. Bruce and Dennis have known each other for 35 years and Dennis was a flight engineer with Bruce when they flew in the C141s. As usual we had over 20 members there for set-up, take-down, cooking the corned beef, washing tablecloths, tending and setting up the bar, checking folks in and collecting monies. The list of help goes on and on and you know the fellowship between our members is certainly worth all of the hard work. If you haven't come to help out, think about trying it you will enjoy the fun we have in completing all of the tasks to make each meeting a success. And, the food was so plentiful and delicious! I think this is the only organization that I have ever been in where folks go to the dessert table first and save until after the dinner. What a hoot!!!

Kym Purifoy and her social committee did a great job with the corned beef; many thanks to Paul Purifoy and Don Lacey for serving the membership. I loved the chef's hats and aprons. Look for Kym's article once again. She has great plans for our April meeting- something about what came first the chicken or the egg.

Our April meeting is coming up and Marle Hewett our safety officer has come up with a Safety Trivia contest that he refers to as "Calcutta". We have ten

pilots who will be representing a team and in order to win will have to come up with the most correct answers to Marle's Safety questions. I will be auctioning off the Pilots who will then meet up with their teams to come up with the correct answers. The team that comes up with the most correct answers will split the auction pot. Teams will be chosen at random by numbers assigned at the door when you enter. Which one of these pilots will be your team leader?

A big thank you to Susie Williams who has been creating our newsletter for a few years now and to Herman Schaap who has been printing the newsletters. Susie is running around getting autographs on our calendars, we will auction off at our next meeting. Susie is asking for volunteers who want to have their planes photographed for the 2016 calendar and will be accepting them up until Labor Day. Contact her if you want to participate.

## *Social Column*

*By Kym Purifoy*

**T**he March meeting was a lot of fun with Corned Beef and all the fixins. Thank you to Kay Smith, Pat Price, Val Napier, Barbara Lacy, Catherine Santa Maria & Linda Craig for cooking the Corned Beef to perfection. Don Lacy & Paul Purifoy, we couldn't have done it without your cheerful serving. Jane Hansen & Dwaine Carver, we always appreciate your bar tending expertise.

What came first the chicken or the egg?  
In a nutshell (or an eggshell, if you like), two birds that weren't really **chickens** created a **chicken egg**, and hence, we have an answer: The **egg came first**, and then it hatched a **chicken**.

Please bring a chicken or egg dish, appetizer, salad or dessert to the April meeting.

<http://www.thekitchn.com/eggs-for-dinner-144705>

<http://www.halfhourmeals.com/food-for-thought/15-easy-chicken-dinner-recipes-in-under-30-minute>

## *The Zen of Good Landings*

*By Mike Gustafson*

**T**hey say that all take-offs are optional, but landings are required! However, this little homily does not say anything about how good the landing should be.

How many times have you had your landing all “wired” only to end up being the most surprised person on board when the “arrival” occurs? “Arrival” is defined as an abrupt interface between sky and ground where no major parts fall off.

So you taxi in making all the normal excuses, the sun got in my eyes, there was a pregnant elephant on the runway, etc. while deep down wondering, how did that happen? It seemed like it should be a real greaser. The answer lies not in the last 6 inches of your approach but 20 miles out when you started your descent. Simply put, all good landings begin with a stabilized approach, and the approach begins way out, long before you have the airport in sight. Start down far enough out so you can avoid shock cooling the engine and take advantage of either the reduced fuel burn or higher speed, depending on the type of plane flown.

At some point you need to start the pre-landing checklist and complete it before landing. The checklist needs to be out of the way by the time you turn down wind. Your altitude and speed need to be under control as you enter on the 45. You should be at pattern altitude on the 45 looking for other traffic that may be in the pattern. The worst thing you can do is be turning down wind and descending at the same time. In that configuration you are blind to the down wind traffic and anyone under you. Entering on the 45 gives you a good view of everything going on and around the airport.

So there you are, down wind, speed good, at pattern altitude. Down wind abeam the numbers or landing spot is our “key” point, this is where we drop first 10 degrees of flaps, make the first power reduction in the landing configuration and start a slow descent. In most aircraft the first 10 to 15 degrees of flap provide more low speed lift than drag.

Stabilized does not necessarily mean slow, it means under control without a lot of altitude or speed variations. So what is the right speed at this point? I maintain that we should be between 1.3 and 1.5 times VSO. Remember, VSO is the stall speed in the landing configuration. So if your stall speed in landing configuration is 60 knots, then no slower than 78 knots, and no faster than 90 knots, depending on other traffic in the pattern, wind gusts,

etc. If the winds are gusty then add  $\frac{1}{2}$  the gust factor to your VSO approach speed.

When the landing spot is half way between the trailing edge of your wing and the horizontal stabilizer, start your base turn. While in the pattern all turns are limited to 15 degrees of bank. Roll out of the base turn, make your next power reduction, and add another 10 degrees of flap. Now you want to be closer to 1.3 VSO for airspeed.

Start your turn to final soon enough so you don't over-shoot, and whatever you do, if you do overshoot, don't use the rudder to try and get aligned with the runway beyond keeping the ball in the center for the turn. Last few degrees of flaps and power as required to stay on glide path. My primary instructor taught me to think of the throttle as a one-way-control in the landing phase. That is, if you plan it right, you should never have to add power to get to the runway. He taught that from anywhere in the pattern you should be able to glide to the runway if you lose power. At first this added the unwanted effect of my flying a high pattern and approach as he was always pulling power on me all through out the pattern. Later I learned how to stay on glide path and still make the runway if I lost power. In some high performance aircraft the one-way throttle idea won't work, but is a way to think about the approach and how to handle power.

On final the VASI is the key to determining glide path. The VASI provides terrain clearance +/- 10 degrees of the centerline of the runway within 4 NM of the runway. The slope is usually set to 3 degrees. Remember the little joke about the VASI? White over white, you are out of sight, red over white, airmen's delight, and red over red, you're dead! So keep it red over white and you are on a 3-degree glide path.

Assuming you are now on short final, no more flap changes, power is about off; we are 1.3 VSO, just waiting for the runway to arrive. When we are one wing's length height over the runway, we glide into ground effect and will tend to float a bit. The key here is to just wait it out, don't try to force the plane down or start horsing with the controls. Be patient, small changes to the yoke to hold the nose off, a little at a time. Most of us pull back too much so the extra energy we pick up in ground effect causes a short balloon, then we lower the nose, and there we go, up and down until the plane gets tired of all this nonsense and just quits flying.

Any kind of serious crosswind will require either a side-slip or a crab-and-kick-out method of landing. We are familiar with the side-slip, but the crab-and-kick-out might be new. The heavy iron folks use the

crab method because they can't slip those big airliners so close to the ground so they leave the plane in a crab and at the last instant use the rudder to straighten it out and land on the up wind trucks. Kind of fun, try it some time.

One trick is that in ground effect, changes to the yoke should be just pressure changes as opposed to full-fledged movements of the yoke. If you can actually feel the yoke move, it was probably too much of a change.

If you do hit the nose wheel first, you are in a PIO or Pilot Induced Oscillation, and the only sure cure is to add full power and go around. It is almost guaranteed that on the third bounce of a PIO you will hit the prop, and nothing good will come of that!

So everything has gone as planned and you are on the mains waiting for the nose wheel to come down. There are two theories on what to do with the nose wheel, let it come down when the airspeed bleeds off to the point where the elevator can no longer hold it up (my view) or fly the nose gear on while you have control. On really big planes you have to fly the nose gear onto the runway. In crosswinds the sooner you get the nose wheel down the better for over all control.

If you are lucky enough to be flying a tail dragger, then the part about the nose wheel does not apply! In that case hold the plane in a three-point attitude just above the runway and full stall it onto all three tires. In some tail draggers it is easier to land on the two mains and then fly the tail onto the runway.

Let the plane roll out and slow down, light braking, and no grabbing at flap handles until off the runway then stop and identify the switch before activating. And, of course, you were reporting on the radio while in the pattern, right?

Happy flying and watch out for the deer!



## *Seen Around The Airport*



**Tree, Hangar, Setting Sun Reflection**

## *2015 Calendars – Just a Few Left!*

We have just a few PMLAA 2015 Calendars left for purchase. The price is discounted to \$5 each. Please contact Kay Smith ([hugskay4@gmail.com](mailto:hugskay4@gmail.com) or 209-303-5385) to pick up yours, or come to the April PMLAA meeting. We can also mail your order if you include postage.

Also note that we have three special calendars that are signed by all of the plane owners whose planes are featured each month. You can bid in the auction to win one of these unique calendars at the April meeting.

Contact Susie Williams if you want to have your aircraft included in the 2016 Calendar!



## *Guess The Airport!*

**T**ry to guess the airport pictured below. The airport is within the San Francisco Sectional and is an interesting and easy destination to reach from Pine Mountain Lake.

Perched on the Pacific coast, this airport is shrouded in fog during most summer days. Winter is a perfect time to visit, as we did on this clear day. From Pine Mountain Lake, you'll most likely talk to ATC to reach your destination, as it lies on the edge of some busy airspace. After you land, taxi to the southernmost tie-down area and walk into town to sample delicious chowder from one of the nearby restaurants. Walk a little farther and you'll come to the harbor, where you can buy fresh fish right off the boats. It's a wonderful way to spend an afternoon.

So where are we, anyway?



The answer to this quiz will be posted in next month's newsletter.



## 2015 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
April 4	Safety "Calcutta" Trivia	6:00PM location McGowan's Hangar
May 2	Larry Jobe – Flying the Hump	6:00PM location McGowan's Hangar
June 6	TBD	6:00PM location McGowan's Hangar

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