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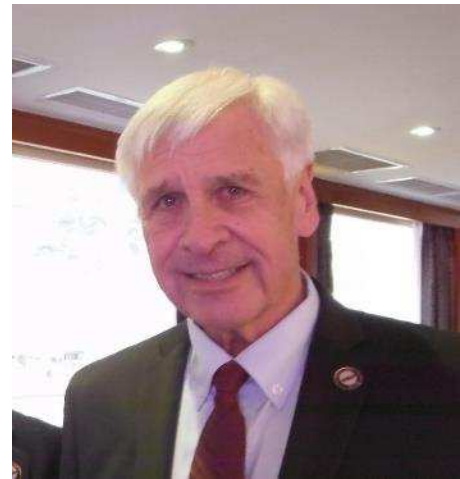
First Flight Over the Hump Since WWII And Likely the Last

*Saturday, June 3 – 6:00 pm
McGowan's Hangar*

It was an epic journey. Ambitious. Impressive. Recreating an era of World War II history when Allied pilots flew military transport aircraft over the Himalayan Mountains from India to China. Their mission was to resupply the Chinese war effort of Chiang Kai-shek.

No one has been crazy enough to do this since 1945. Flying over the Himalayas was extremely dangerous. In WWII, they were without reliable charts, radio navigation aids, and weather information. In this 2016 reenactment, charts, navigation, and weather information had improved but the aircraft was now 70+ years old and they still had to fly over unfriendly countries and dangerous mountains.

Desperate, alone, thirsty and hungry they hacked their way through a jumble of red tape, fighting off venomous bureaucrats and other deadly creatures, slaking their thirst and hunger with booze and breads (OOPS, meant to say bread); they successfully completed their mission.



Larry Jobe

A planned eight day adventure turned into a ninety-six day ordeal. The "Ballad of Gilligan's Isle" comes to mind...

Just sit right back and you'll hear a tale, a tale of a fateful trip
That started from an Australian port, aboard this tiny ship.

The pilot was a mighty flying man, the co-pilot brave and sure.
They launched into the air that day, for an eight day tour, an eight day tour.

The engines started running rough, the C47 was tossed,
If not for the courage of the fearless crew, Buzz Buggy would be lost, Buzz Buggy would be lost.

The airplane set aground one day on the shores of Indonesia,
Where Larry Jobe and the sturdy crew, met evil officials with amnesia.
This is the tale of our castaways. They were there for a long, long time.
They had to make the best of things, but it was an uphill climb.

Flight Over the Hump continued:

Our featured speaker is Larry Jobe. He's a real estate agent, flight instructor, and retired United Airlines pilot. He and his wife Nina discovered PML in the late 1970's. Buying property, building a home, and moving here in 1984. Larry is well known at PML Airport for hosting the morning Boyz Club. Larry, along with others, founded the Flying Tigers Historical Organization preserving China's history of the CBI (China-Burma-India) Theater and Flying Tigers that fought courageously in WWII to open up supply lines. Working with the Chinese government, Larry has helped raise support and money to develop the 23-acre Flying Tiger Heritage Park in museum and park in Guilin, China.

Fun at the Airport: Save the Dates! - by Virginia Richmond

Mark your calendars for two special days at the Pine Mountain Lake Airport this fall. On Saturday, September 30, "Young Eagles" will provide free airplane rides to kids ages 8-17 to introduce them to the thrill of flying.

The following week, October 7, is Community Airport Day at PML Airport. It's a day of aviation excitement including races, flying skills contests, formation flying exhibitions, sky divers, and much more. Airport Day is a chance for area residents to see how important the airport is to our local community.

Much more information to come and lots of opportunities for everyone to be involved. Meanwhile, mark your calendars and plan to participate in both events!



President's Message – by Bonnie Ritchey

I hope you all enjoyed the May speaker as much as I did. Rear Admiral Don Eaton told such a great story. I really hope we can get him back to PML sometime to tell us more. One of the greatest perks of being President is I get to meet all the speakers and chat with them before and during dinner.

If you missed all of Marle Hewitt's comments to the Admiral, it's a real tragedy. Hopefully we can get Marle to tell us some great stories and give us more of his uncensored views on various military aircraft in the near future.

Thanks to Mike Gustafson for mixing margaritas. Las chiquitas at the bar were fun too!

Social Corner – by Danielle Coelho

Hello PMLAA Friends. I hope all who attended the May meeting enjoyed our little version of Cinco de Mayo and our speaker.

Cinco de Mayo



bartenders

In June I am looking forward to listening to our very own Larry Jobe tell his story of his recent hump flight to China. For our June meeting dinner, we will be serving **Asian theme** foods. So if your last name starts with:

A - K bring an **appetizer or dessert**

L - Z bring a **main dish, side or salad**

So let's all bring our favorite Asian dish to the meeting.

I hope everyone has a wonderful month. I look forward to seeing you at the McGowan's hangar on Saturday June at 6 pm. **Please see the last page of the newsletter for directions to the McGowan hangar.**

Thai dishes



Young Eagles at Columbia (O22) – by Ed & Janet Gregory



We held a Young Eagles Rally at Columbia Airport on April 22nd. We flew 42 young eagles and four old eagles. The day seemed leisurely as young eagles arrived in a slow but steady stream. We could not do Young Eagles without the help of our many enthusiastic volunteers.

- Pilots & Airplanes: Allen Craig, Mike Gustafson, Wayne Handley, Bill Thomas, Greg Triplett and three other pilots from Columbia.
- Ground crew: Rob & Chloe Compton, Janet Gregory, Bob Horneauer, Dennis Smith, Jim Thomas (safety) and four others from Columbia.
- Ramp: Ed Gregory, Leon Liebster (photographer), and Mike Lella (static display)

E45 Work in Progress – by Ed Gregory

We are tracking a list of action items for Pine Mountain Lake Airport and will report progress **every other month**. Some items are owned by Tuolumne County (TC) and some are locally owned by residents and users of E45 (PML). Steve Martin and I are your representatives on the Tuolumne County Airport Advisory Committee. Let us know of outstanding issues; we will do our best to track down information and keep you informed.

PROGRESS

- **Windsock (PML)**. EAA replaced the windsock on the 9er end of the runway. Need feedback on visibility and we will replace the windsock at the wind-T.
- **Vegetation management (TC)**. A conservation corps crew cleaned up along the south taxiway and runway ends. Mowing will be scheduled shortly.
- **9er runway end lights (TC)**. Repaired.
- **Deer Fence (TC)**. We'd like to take this off the list after Tony repaired both sides in March but the deer have destroyed sections on the south side. It will be ongoing work-in-progress.

IN PROCESS

- **Oil shed (PML)**. Owned by PML (not exactly sure who, yet). County agreement to have shed on their property and pay half of disposal cost. EAA and PMLAA have agreed (?) to split the other half. In process of pricing and scheduling disposal services.
- **Taxiway markings (PML)**. Paint the airport markings on the south taxiway yellow, to comply with new FAA standards (Harrison-Ford-don't-land-on-the-taxiway ruling). Volunteer project.
- **GPS approach (TC)**. Airport departure and arrival clearance inspection was done in February. Encroaching trees are on airport property; working to get approval for removal.
- **Safety signage (TC)**. Under review for conformity to FAA, State, and County standards. Our sign requests are non-standard.
- **Pilot's lounge (TC)**. No update on interior improvements for ADA requirements. Suggestion made to add intelligent door lock.
- **Crack sealing (TC)**. County purchased equipment in 2016 to reduce cost and improve availability. In process of scheduling.
- **RTTF (Residential-Through-the-Fence) (TC)**. No update. Background information at www.faa.gov, search RTTF.

Give 'em a break. Two county airports are supported by four people, a manager, administrator, and two workers. Manpower is stretched thin and budgets are even thinner.

2018 Calendar: Need Photos!

Susie Williams is auditioning for Airplane Super Models for the 2018 calendar. If you think you're plane might fit the bill (and don't they all?), give her a call. She wants air-to-air shots and is willing to work with you to get them. Call now: 962-6922

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Safety: In the Drink – Ditching Strategies – by Janet Gregory

The AOPA Fly-in at Camarillo April 28-29th included many very informative seminars. Here are key highlights from a two-hour seminar on ditching or unplanned water landings provided by CFII Thomas Horne.

Before you go: Add three important considerations to your pre-flight planning: 1) Route – look for the shortest overwater exposure, islands, and waypoints. 2) Equal point – what is the equal decision point to turn around or proceed, which varies based on winds aloft and fuel. This is your critical point of no return. 3) Altitude – the more the better, calculate glide speed and range.

How you will communicate: Choose IFR or VFR with Flight Following. See AIM for other available reporting services. Have 121.5 up at all times. Use air-air relay 133.8 or 123.45, the airlines listen.

What you'll need: For every flight, pack strobes, lights, signaling devices, whistles, SPOT locator, and hand-held radio – water or no water. Have emergency equipment accessible, considering wearing a well-stocked traveler/fishing vest. For long overwater exposure or extreme temperatures, add life vests, raft (with canopy), and survival suit(s). **If at the equal point you cannot glide to land, WEAR uninflated life vests.**

Why you care: The short answer is hypothermia. Any water below 98.6 degrees will lower body temperature inducing shivering, confusion, rigidity, and unconsciousness. In 70-80 degree water unconsciousness can occur in three to twelve hours. In 50-60 degree water, unconsciousness will occur in one to two hours. In water below 50 degrees, unconsciousness can occur in ten minutes! The San Francisco Bay and coastal waters average 51 degrees in the winter.

Safety continued

How to get in with passengers: Fly the airplane! Assess wind and sea/lake state. Prepare yourself and passengers: cinch seat belts, open doors and wedge them, stow loose objects, protect head with pillows, clothing or coats, and wear but DO NOT inflate life vests.

How to get in with the airplane: Fly the airplane! Assess wind, sea/lake state, observe wave direction, and prepare for landing. Retractable-gear airplanes, leave gear up. Maintain minimum airspeed, wings level, extend flaps, and less than 200 fpm descent rate. It is hard to determine altitude above the waves. Land on the crest or backside of swells. Ideally, land into the wind. Prepare for two impacts, skipping, pitch-up, or pitch-over (high wing).

How to get out: All aboard should learn reference points in the cockpit and cabin. Where's the door handle? Where's the raft? You may be upside-down. After landing, let airplane motion stop. Don't panic (easier said, than done). Release seat belt and shoulder harness. Grab the raft. Open the door, exit the airplane, and inflate life vest only AFTER leaving the airplane.

Being seen: Signal when rescue arrives or flies nearby. What signal devices are you carrying (strobe, light, mirror, flares, streamers, or dye)? What's in your raft? Be cautious using flare pistols. Persist until you're sure you have been sighted. Don't waste signaling power if no rescue vehicles are in the area. **A 30-foot boat looks four-inches long from 1500-2000' above the water.** When the rescue team arrives let them do their job, they are experts.

Keep your ditching smarts sharp, take an online course:

- Survival Systems USA – KGON – www.survivalsystemsinc.com
- Equipped to Survive – www.equipped.org

Thank you AOPA and Thomas Horne for making this informative seminar available.

Radio Rumors: “Say Again”

- **Grizzly on E45:** A one thousand pound grizzly bear with an eagle on its back was spotted mid-field, right downwind two-seven. It sounded like a rumor but was soon found to be true. Paul and Kym Purifoy have done a grizzly rescue from Jamestown. This grizzly was a neglected wood carving that they transported to their home and have brought back to life.
- **“Beneath a Scarlet Sky” released:** Our March speaker, Mike Lella, told us the story of his father, Pino Lella, who is the central “character” in this book. The book is Amazon's number one Kindle First release with over 450,000 downloads and 2,500 five-star ratings. The print version was available May 1 and in 10 days sold over 40,000 copies.
- **Rusty Pilot** Thanks to the volunteers who helped to put on the seminar: Allen Craig, Bob Horneauer, Leon Liebster, Mike Lella, Dian Martin, and Ed & Janet Gregory. Thanks to our local sponsors: PMLAA, PML Aero Club, and EAA Chapter 1337.
- **TCAA Meeting:** The May 8th TCAA (Tuolumne County Airport Advisory) committee meeting was cancelled. Things are quiet, no new policy issues to review. Next meeting is scheduled for Monday, June 12th at 10:30am. All are welcome. Contact Ed Gregory or Steve Martin for info.

Rusty Pilots Seminar Review – by Bonnie Ritchey



The Rusty Pilot Seminar on May 6 taught by Bill Beuck was a great success! Forty two people showed up, rusty and not-so-rusty. We had plenty of current pilots looking for a refresher, out-of-medical pilots who haven't flown in more than a decade and at least one student pilot. I'm sure we all learned or were reminded of one thing.

One thing I am going to do is actually write down my personal minimums for each flight so I don't try to re-negotiate with myself in flight if something isn't quite right. For those of you with co-pilots it's a good thing to share these and agree to them ahead of time (and maybe even sign them!) so everyone has a comfortable and safe flight.

Bill took plenty of time to talk about what was changing or had changed for people who hadn't flown for a while. Things like some changes to airspace names, Flight Services going away and VOR stations also going away in place of GPS. "Position and Hold" has been replaced with "Line up and Wait." AFDs are now FDCs.

There was discussion throughout the seminar on BasicMed. Janet wrote up specific details with links in our January 2017 Newsletter so I won't go into that in too much depth. The relevant details we covered in the class are:

- you need to get a flight review to get started again
- if you don't have a current medical, you do have to have a state licensed physician sign the appropriate paperwork (this doesn't not have to be an AME)
- you have to take the online course before you're legal.

Also, it's important to note that BasicMed is only recognized inside the US - no trips to Mexico! For more information see Janet's article and read 14 CFR 61.56.

Other topics covered included briefings, weather, how to talk on the radio, FSS, airspace requirements, currency requirements, allowed medications, reading METARs and TAFs, handling MOAs safely, how to enter the pattern for non-towered airports when they are busy and not busy and so much more!

Throughout the course we planned and went through a complex flight plan around Florida. A local pilot in Florida had actually done the flight himself and recorded it so we could watch video of important elements of radio communication, taxiing and flight. Did you know that 60% of mishaps happen in and around the runway? One of the airports in the plan even had a designated hotspot where incidents had occurred - no doubt because of crossing runways and multiple taxiways all converging which resulted in a busy area.

Rusty Pilot Report continued

An important piece of advice from the seminar was to make sure you see the REAL log books when you rent an aircraft; many flight schools keep 2 copies of the logs and if the real ones are in poor shape the plane may be too. Even though you're renting the plane, you are the PIC and in charge of ensuring the aircraft is airworthy and compliant with all ADs so don't get caught off guard.

One surprise to me was that "looking for traffic" isn't in the Pilot/Controller Glossary. "Negative traffic" or "Traffic in sight" are the appropriate responses. We also covered overtaking slower planes on their right (Green for Go!). This means for you 172 and Cub pilots it's a good idea to clear to the left first in case I'm passing you on your right!

New Members: Jodi Blum & Steve Nash

Steve Nash and Jodi Blom live in Los Gatos, CA but come alive when they get to Pine Mountain Lake. Although they are new to PML, purchasing a hangar on Jimmersall (Carol Simpson's former property), PML is not new to them. They have spent many week-ends and holidays at Dick and Dotty Davis' home in PML; Dotty is Steve's mother.

Their plan is to eventually retire at PML, but for now, they are both busy working. Steve owns a commercial roofing and waterproofing company in the Bay Area with offices in Mountain View and Lodi. Jodi has her doctorate in Organizational Psychology and has had her own consulting practice for over 25 years.



Jodi Blom & Steve Nash

Steve and Jodi met in Washington D.C. in 2004 but Jodi lived in Sacramento and Steve in the Bay Area so, in order to date, Steve flew to Sacramento most week-ends. After they were engaged, Steve commuted to Sacramento from Palo Alto almost daily. Jodi sold her home and moved to Los Gatos in 2008 and they were married in 2009. Neither have children.

They also spend many weekends during the summer staying on their boat at Tahoe City. Flying is a passion of Steve's making Tahoe a quick trip from Palo Alto. He is hoping to fill up the hangar one day!

Area Aviation Events

May	20 – E45 Airport Display Day 20 – Vicky Benzing & Patriots Jet Team @ Hangar 24 Airfest, Redlands, CA 29 – Memorial Day
June	3 – PMLAA Meeting at 6:00 – speaker: Larry Jobe 3 – Hiller’s Biggest Little Airshow at San Carlos Airport (SQL) 6 – D-Day 73rd Anniversary of landings at Normandy 12 - Patriots Jet Team Annual Golf Classic, Discovery Bay (http://bitly.com/2017PJTFgolfclassic) 17-18 – Father’s Day Fly-In at Columbia Airport 17 – E45 Airport Display Day 18 – Father’s Day 25 – Patriots Jet Team @ NASCAR Sonoma Raceway
July	NO PMLAA Meeting 1 – Vicky Benzing @ Gig Harbor Wings & Wheels, Tacoma, WA 4 – Independence Day 4 – Vicky Benzing @ Tacoma Freedom Fair, Tacoma, WA 6-8 – Vicky Benzing @ Arlington Fly-In & Airshow, Arlington, WA 15 – E45 Airport Display Day 24-30 – Vicky Benzing @ EAA AirVenture Oshkosh

2017 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
June 3	Larry Jobe – Buzz Buggy	6pm – McGowan’s Hangar
July	NO MEETING	
August 5	Block Party	6pm – northeast taxiway

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McGowan's hangar is on the north taxiway about half way between the intersection crossing the runway and runway 9.

