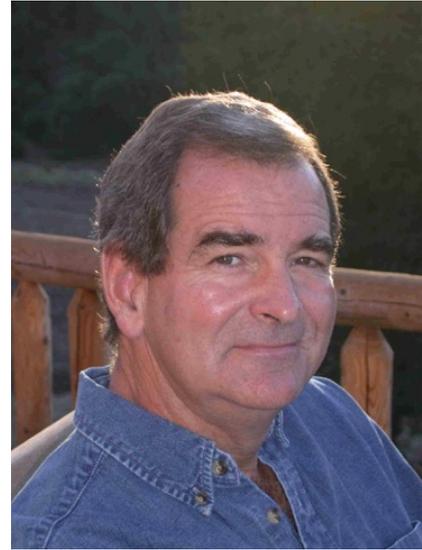


***Bruce Hedlund from Pilots N Paws!  
Saturday, March 7<sup>th</sup>  
McGowan's Hangar @6PM***



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Bruce lives in San Andreas, Ca. Bruce obtained his private pilot's license in 1970. He graduated from Arizona State University in 1973 and has a BS in Psychology. He retired twice once from the Air Force as a Major in 1993 and again in 2011 from American Airlines he has flown over 22,000 hours. He has flown B-727, DC-10, Super 80, B-757 and B-767. He currently is flying a Cirrus SR22.

Pilots n Paws is an organization that matches people who rescue, foster, and shelter animals with volunteer pilots and plane owners willing to assist with the transportation of animals.



## *President's Message*

*By Catherine Santa Maria*

I sure enjoyed our February speakers Earl and Bill and hope the rest of you did as well. Many thanks to Eric, Marle and Judy for bringing them to us. I am still picturing these two men in those P38's flying hundreds of missions and am happy they still are here to talk about it. We all were able through their stories to get a picture in our minds of how it must have been for them to accomplish what they did. They are national treasures and living history.

The food and soup was outstanding and was plentiful- great job everyone!! As usual, we had a large group show up for set up and take down; now that we are going to be meeting most of the time at the McGowan Hangar it will cut down a lot of work to get everything ready for the future meetings. We cannot thank the McGowan's enough for their generosity. In addition, do you know who made all of that chicken and macaroni salad?? Yep, if you guessed Suzanne McGowan you would be 100% correct. (Very Tasty)

Kym Purifoy and her social committee did a great job - look for her article she has great plans for March. Thank you to the ladies who are washing our tablecloths on a monthly basis, especially to Sally who has been taking the bulk of them. Let's be sure to thank Jane and Dwaine for manning the bar each month and of course Kay for once again serving as Treasurer for 2015. Danielle, our new Secretary, was selling drink tickets, and Dianne Cole and Janet Gregory were doing the 50/50. As you can see, it takes a lot of members doing different jobs to make it all happen.

Kudos to The Cub Inn for providing accommodations for our guests. Joe and Charleen made a great breakfast for Earl and his guests on Sunday morning, and Earl told me he is planning on coming back to Groveland and will stay again at The Cub Inn.

Our March speaker will be Bruce Hedlund, who will be talking about his experience with Pilots and Paws, an online meeting place for pilots and other volunteers who help to transport rescue animals by air. The mission of the site is to provide a user-friendly communication venue between those that rescue, shelter, and foster animals, and pilots and plane owners willing to assist with the transportation of these animals. You can find more information about Pilots and Paws by visiting [www.pilotsnpaws.org](http://www.pilotsnpaws.org).

## *VP Corner*

*By Dale Mueller*

It's not too soon to start planning for October's Airport Day. Separating Airport Day and the Young Eagles flights will add a ton of flexibility to the program this year, so if you've been nursing a brilliant (or any) idea for the program, let me or a board member know. I will be contacting past committee members over the next few weeks to start this year's ball rolling. If this winter's weather is any indication, it's gonna be a hot time this year.

## *Social Column*

*By Kym Purifoy*

Thank you for the delicious soups & salads at our February meeting. I received positive feedback on the quality & quantity of food. My favorite cooks will be preparing Corned Beef for our March meeting, so please bring appetizers, side dishes to complement Corned Beef & dessert. Fabulous St. Patrick's Day side dishes can be found at: <http://allrecipes.com/recipes/holidays-and-events/st-patricks-day/side-dishes/>

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

We have just a few PMLAA 2015 Calendars left for purchase. The price is discounted to \$10 each. Please contact Kay Smith ([hugskay4@gmail.com](mailto:hugskay4@gmail.com) or 209-303-5385) to pick up yours! We can also mail your order if you include postage.



## *So What's All This ADS-B Stuff?*

*By Mike Gustafson*

**F**irst a definition, ADS-B is the FAA acronym for Automatic Dependent Surveillance Broadcast. It is part of the FAA Next Generation Air Transportation System, a multi-billion dollar project that will eventually replace the ATC radar ground-based system. The system was tested in Alaska, and during its operation Alaska's flying safety record significantly improved. Hence the roll-out of NextGen in the rest of the country.

The current radar surveillance system used to track all participating aircraft has some severe limitations, like position accuracy. Depending on distance from the radar site, the error can be up to five miles. In order for the air transportation system to grow to accommodate all the airline expansion over the next 30 years, ATC needs to control aircraft separation a lot tighter than they can do now with radar.

Enter NextGen. The system is based on highly accurate GPS location data transmitted from each aircraft to 600 ground stations covering 90% of the Continental U.S. Using GPS information transmitted from every aircraft will allow ATC to reduce in-line aircraft spacing to just one mile!

ADS-B will affect every pilot and aircraft owner. After 2020, if you want to fly IFR anywhere or VFR in or under Class B or Class C airspace, you will need to upgrade your aircraft to include ADS-B Out. Also non-ADS-B aircraft will be restricted to flight below 10,000 MSL or 2,500 AGL if crossing a tall mountain. If your aircraft was born without an electrical system, then your aircraft is exempt from the mandate.

The companion system to ADS-B OUT is ADS-B IN which is the FAA's carrot to get us all to upgrade to ADS-B OUT. ADS-B IN provides free weather and traffic data into your properly configured aircraft. There are many systems available for about \$800 that will collect the transmitted information and display weather and traffic on your Apple or Android tablet.

There are many ways to configure your aircraft to be compliant with the 2020 ADS-B mandate. If you have a WAAS-enabled GPS navigator, then

swapping out your mode C transponder with a mode S transponder, plus some wiring, software and antenna changes will do the trick. But if you don't have a WAAS certified GPS, what then? You will need to go the "black box" route. A number of companies offer a single box solution that includes the appropriate UAT or mode S type transponder, WAAS GPS, and even a Bluetooth module. The box, with a belly transponder antenna and a GPS antenna on top of the aircraft, meets the mandate. Typical cost of this solution is about \$5,000 for the black box and antennas plus \$2,000 for installation.

The FAA estimates there are about 140,000 aircraft needing to meet the 2020 mandate; currently fewer than 5% have been upgraded with ADS-B equipment. It seems most of us are playing a wait-and-see game: will the FAA blink and push the mandate out? Not likely, say most main-stream aviation writers. Of course, AOPA and EAA are banging on the FAA to come up with a less costly way for the typical owner of a 40-year-old aircraft to meet the mandate. The worst case is that come 2020, up to 40-50,000 aircraft will need to radically alter their flight profiles by never flying IFR or into Class B/C airspace. A significant number of those pilots and planes may simply give up flying.

The problem is the FAA needs a lot of aircraft flying in the system, IFR or VFR, with ADS-B equipment installed and operating properly in order to fine tune the overall system. It is one thing to have a few dozen aircraft with ADS-B operating as was the case in Alaska, it is quite another to have a nationwide system with tens of thousands of aircrafts all transmitting their position every second.

One final - and important - point, the Dept. of Transportation Accounting Office audited the FAA NextGen program and reported that the FAA is years behind schedule and millions of dollars over budget. The report said there is no way the FAA will be ready for full operation of NextGen by 2020. One wonders why the FAA is so adamant about all of us having to cough up \$7,000 by a date they will not make. Go figure.

This story isn't over; stay tuned.



## 2015 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
March 7	G. Bruce Hedlund – Pilots n Paws	6:00PM location McGowan's Hangar
April 4	Safety "Calcutta" Trivia	6:00PM location McGowan's Hangar
May 2	Larry Jobe – Flying the Hump	6:00PM location McGowan's Hangar

### BOARD OF OFFICERS & COMMITTEE CHAIRS – 2015

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