



Volume 32: Issue 01
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A Publication of the
Pine Mountain Lake
Aviation Association

Pine Mountain Lake Aviation Meeting

*Saturday, February 4 – 6:00 pm
McGowan's Hangar*

*Christina Olds presenting
Legendary Fighter Pilot Robin Olds*

Robin Olds (1922 – 2007) was a distinguished American fighter pilot and officer in the U.S. Air Force. He was a “triple ace” with victories in World War II and the Vietnam War. He retired in 1973 as a brigadier general.

As the son of an Army Air Force Major General, Robin was brought up with airplanes in his blood. In high school and college he was recognized for his athletic prowess, being named All-American as a lineman in college football. He was educated at West Point and epitomized the distinguished, youthful WWII fighter pilot. Robin was both a leader and maverick, often at odds with military leadership. He is regarded by many as the best wing commander of the Vietnam War for his fighting skills and combat leadership. Robin was equally controversial in his private life, including marriage to Hollywood actress Ella Raines.

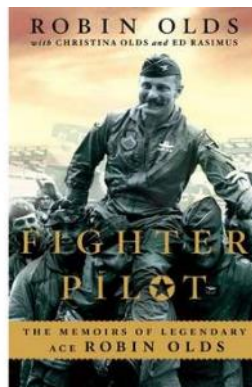


Robin Olds

Robin Olds' philosophy of fighter pilots is epitomized in his quote "there are pilots and there are pilots; with the good ones, it is inborn. You can't teach it. If you are a fighter pilot, you have to be willing to take risks."

In 2010, Christina Olds published a memoir of her father's life titled *Fighter Pilot; The Memoirs of a Legendary Ace Robin Olds*. The book became a national bestseller, heralded by reviewers and readers as an exceptionally literary and lyrical biography. Christina has begun work on a screenplay for FIGHTER PILOT. She is also working on a second book, the story of her grandfather, Maj. Gen. Robert Olds, an instrumental leader in the development of early air power and the U.S. Air Force.

A Vassar College graduate with a degree in creative writing, Christina is a sought-after speaker at Air Force bases, aviation museums and air shows, both nationally and abroad, and is dedicated to furthering her father's legacy to inspire today's active duty fighter pilots around the world. She lives in Sacramento and is the mother of a beautiful daughter, Jennifer Olds Newman, a costume designer in Los Angeles.



President's Message – by Bonnie Ritchey

Happy New Year! I hope you're all staying warm and dry and haven't floated down Big Creek yet. I'm certainly grateful for the rain but would really like to be able to fly again soon. I don't know about any of you but every time I get back in a plane after even just a couple weeks land-locked, I feel a little nervous.

Our first meeting of 2017 is on February 4th and the speaker is Christina Olds. She was introduced to me by a former guest speaker, JR Williams, and I am really looking forward to her talk. I'm also very curious why the guys at Boyz Club started talking about mustaches when I mentioned her father, Robin Olds. The McGowans have very graciously offered us the use of their hangar for another year. This has been a wonderful place for meetings, especially when it gets cold outside. I can't thank them enough for this. While I'm thanking people, I have to thank Alan and Conni Buchner for opening up their Winter Aviation Wonderland for our Christmas party. It looked amazing and everyone had a great time.

I'm still working on lining up a few more speakers for later in the year so if you have suggestions or contacts, please send them my way!

FAA Issues Final Medical Rule

Here is the link to the latest information from CessnaOwner.org: [Medical Rule](#) and a synopsis:

The new rule takes effect May 1. On that date, pilots may take advantage of the regulatory relief in the BasicMed rule or opt to continue to use their FAA medical certificate, FAA officials note.

Under [Basic Med](#), a pilot will be required to complete a medical education course, undergo a medical examination every four years, and comply with aircraft and operating restrictions.

For example, pilots using BasicMed cannot operate an aircraft with more than six people onboard and the aircraft must not weigh more than 6,000 pounds.

A pilot flying under the BasicMed rule must:

- Possess a valid driver's license;
- Have held a medical certificate at any time after July 15, 2006;
- Have not had the most recently held medical certificate revoked, suspended, or withdrawn;
- Have not had the most recent application for airman medical certification completed and denied;
- Have taken a medical education course within the past 24 calendar months;
- Have completed a comprehensive medical examination with a physician within the past 48 months;
- Be under the care of a physician for certain medical conditions;
- Have been found eligible for special issuance of a medical certificate for certain specified mental health, neurological, or cardiovascular conditions, when applicable;
- Consent to a National Driver Register check;
- Fly only certain small aircraft, at a limited altitude and speed, and only within the United States; and
- Not fly for compensation or hire.

Brief Membership Survey

The PMLAA Board has created a short survey for the membership to ask your opinion on a few key topics. With just a few questions, the board wants to know your views on paying a surcharge for catered dinners, what kind of music you prefer at some events, and your thoughts on our organization taking on a community project for the year.

You can take the survey today by visiting this link: <https://www.surveymonkey.com/r/DHQLPNJ>

The survey will be available until Friday, February 10. Please take a moment now and give your opinion today!

Meet Your 2017 PMLAA Board of Directors:

Bonnie Ritchey – President

This is my first year on the PMLAA Board and it looks like it will be a lot of fun! For those who don't know me, here's a little background: I'm from Santa Cruz originally, received a degree in Computer Science at Duke University (Go Blue Devils!) and after living in Austin and then Silicon Valley, moved up to E45 in 2011, except for a brief stint in Seattle in 2013.

I've worked my way through several tech companies - IBM, Microsoft, Yahoo!, Google, Proofpoint and now Amazon - or as the Boys Club would say, "I'm working at Amazon **this week**." I got my PPL about 8 years ago in a Citabria (with zero nose wheel time, I'm proud to say) and about a month after that I bought a Pitts. I did my first aerobatic contest the following year with about 100 total hours because why not? It was a blast and the acro community is amazing.

After commuting to Palo Alto for a year in the Pitts, I got my instrument ticket and a V35B Bonanza. I now fly that down most days. When not flying or working, I also help my brother with his winery in Santa Cruz and enjoy traveling (39 countries so far), hiking, snowshoeing, sailing and making exotic pizzas.

Steve deRodeff – V.P. Airport Affairs

I'm looking forward to another interesting year being involved in PMLAA and Airport Day. I learned to fly in 1998. My wife Sandy, also a pilot, and I love to fly cross country in our 182. Among the places we like to visit are to Colorado Springs, Cheyenne, the Grand Canyon, Port Clinton, Ohio and New Hampshire.

I was born in the Bronx, New York. I moved to Pleasanton, Calif. at 14, then returned East to attend MIT. I studied, mostly, Basketball but did manage to get a BSEE degree and spent some time at MIT Sloan Business School. Did some early engineering design work on the Deep Submergence Rescue Vehicle and Search Vehicle building ship control electronics and navigation computers. Soon after that I moved back to California and started my software engineering career, working for several large systems integrators and eventually USWEST, then Oracle and ultimately managing software engineering and operations for several Internet startups. We moved up here in 2003 but still commuted (by 182 of course) to the Bay Area until I retired, including from basketball, in 2013. Now I enjoying flying, traveling, golf, tennis, fishing and so many other interesting projects that I don't know how I ever had time to work.

Danielle Coelho – V.P. Social Affairs

My husband Gabriel and I have been members of PMLAA enjoying our weekends up here since 2007. Last year I was your V.P Social Affairs and this year I have decided to do it again. Hopefully, I'll be doing an even better job planning fun and food for our events! In 2017 you will again see me fluttering around the food table with extra serving spoons in my hands. Outside of the meetings you will see me flying around with a big smile in my plane- I call her Chickenhawk since it's a Cessna 150 with a Chickenhawk painted on the tail.

Meet Your 2017 PMLAA Board of Directors (continued):

Janet Gregory - Treasurer

This will be my second year as PMLAA Treasurer. It's been a pleasure working with the PMLAA Board and, in a weak moment of craziness, I agreed to a second term now that I think I know what the Treasurer role is! Ed & I live on the south-side of the 9er end of the runway. Pilots and walkers that have seen the "please don't blast the house" sign, know where we are. We escaped the Bay Area and moved to PML full-time at the end of 2010. Since I am still working part-time, I got my pilot's license at E45 as a member of the PML Aero Club in 2012, which reduces the commute from 3-hours to 45-minutes! My New Year's Resolution is to publish that book I have been working on for the past 3-years. Hopefully this is a resolution that will be accomplished by the end of Q1. I love PML and PMLAA; this is a very special community.

Susie Williams - Secretary

I'm a fourth-generation Californian. I'm semi-retired from the software industry but still contracting on occasion, along with occasional website design and aerial/landscape photography. I have been a private pilot for six years and a member of the PMLAA community since 2012. I fly a 2000 Cessna 172S and am happy to step into the Secretary position after being the newsletter editor for four years.

Safety: Aircraft and Icing – by Dan Grimes

As pilots, we have all heard of flying in "known icing conditions" and the different kinds of ice that can form on propellers, wings and other surfaces of the airframe.

Another kind of icing condition is carburetor icing. We check our carb heat before we take off to be sure there's a drop in RPM. This is good. Its also good to occasionally inspect your carb heat box, bushing, shafts, cables and the flapper seal. If these are all in good shape, in the event of carb ice, you will have maximum carb heat.

Yet another place ice can form is on the crank case pressure relief tube. The tube typically hangs just out of the engine cowl. If this freezes over, there is no relief for crank case pressure. This could be a real problem in flight. A procedure not often thought of by pilots and mechanics is drilling a small hole in the relief tube. On my aircraft, I measure up about 5" and drill a 9/32 hole. This way, if I'm ever caught in icing conditions and the crank case ventilation tube freezes over, the 9/32 hole allows these pressures to be relieved and is high enough into the cowl where ice will not form. There's your icing safety hint of the month.

Mini-Mustang Finds New Home

Friends of Charles Linn:

My father, Charles Linn, designed his Linn's Mini-Mustang in the 1950s and completed the first prototype in 1961, the second in 1966. He flew the 260 mph rocket through the 1980s, retiring it in 1990. From the four-blade propeller to the tiny tail wheel tire, he designed and hand-made it all. Dad epitomized the can-do spirit of the pioneers who started the Experimental Aviation Association.

His wish was for the aircraft to go to the EAA Museum in Oshkosh, Wisconsin. To be approved for donation and display by the EAA Museum Board is an exclusive club and, on November 10th, the Museum Curator called with the news they were accepting the Linn's Mini-Mustang.

I'm so darned proud of my dad and his creation. Although he made his final landing on May 21, 2015, I know he would have been pleased with the Mini-Mustang's future home.

Donna Linn



Social Corner – by Danielle Coelho

Hello PMLAA Friends. Best Wishes for a Happy, Healthy, Fun New Year Ahead! I hope everyone enjoyed our Holiday Party hosted at the Buchner Hangar in December.



February 2017 will be the first meeting of the new year. It's our annual valentine meeting so wear your favorite red or romantic clothing and bring an appetizer, main course, or dessert for the occasion.

The meeting will be held at the McGowan's hangar on Feb. 4 at 6 pm. See last page for direction to McGowan's hangar.

I look forward to seeing everyone there.

Radio Rumors “Say Again”

Some folks had a good time on New Year’s Eve...hope you did too.



John Graham celebrates

- **Buzz Buggy:** Welcome home Larry Jobe. In November the restored C47 “Buzz Buggy” landed in Guilin, China. It was a 10-day trip that took 3+ months to accomplish. Larry Jobe tells the whole story of an adventure turned epic saga. Read the whole story in the January Yosemite Highway Herald at: <http://www.yosemitechwyherald.com/images/january17.pdf>
- **Welcome New PMLAA Members:** Charlie Bidwell of Big Oak Flat, Grant Krueger of Fort Bragg, and Dave Sutch of Groveland.
- **2017 Membership:** 135 member families have already renewed (70%). Thank you and welcome back we have another great year planned! If you have not yet sent in your \$20 family membership for 2017, put that on your TO-DO list. We will be sending out a reminder invoice in February.
- **TCAA Meeting:** The January 9th TCAA (Tuolumne County Airport Advisory) committee meeting was cancelled. The next meeting is scheduled for Monday, February 13th at 10:30am in either Columbia or Sonora, to be announced. Anyone is welcome to attend.

Ford TriMotor – by Janet Gregory

EAA Chapter 1337, Wayne Handley, Rand Siegfried and others conspired to bring the 1928 Ford TriMotor to Pine Mountain Lake in December. What an incredible opportunity to see and fly in living history. A big thank you to all the EAA Chapter 1337 volunteers and other PML residents that helped with its annual maintenance and four-day flying scheduled at E45.

The Ford TriMotor was the first US commercial airliner. Originally put into service by TAT (Transcontinental Air Transport) in 1929 when \$242 (\$3500 in today’s dollars) would pay for a 4-day air and rail trip across the US. TAT merged with World Airways, becoming T&WA, which rebranded itself to TWA in the 1950’s. This original airliner held 10 passengers; it would only fly during the day and would not go over mountains. Innovation and the advancement of human ingenuity was hard at work and within 15-years of its first flight we were in the jet age!



Run up



Interior



Cabin

We were concerned about local interest when on Monday before the scheduled flights only eight seats had been sold. By Friday the number was up to 39. By the end of the weekend, a combination of good weather and some great buzz finished with a proud 144 paying passengers and a few thank you rides for hard working volunteers. It was a great experience. We hope that you had a chance to see this beautiful piece of living history.

E45 Work in Progress – by Ed Gregory

2016 saw some updates and improvements at Pine Mountain Lake Airport E45. Grass was mowed in early summer. The airport parking lot was resurfaced. Two of three broken 9er runway end-lights were repaired. Outages of the beacon were addressed. The exterior of airport office building was repainted thanks to EAA Chapter 1337!

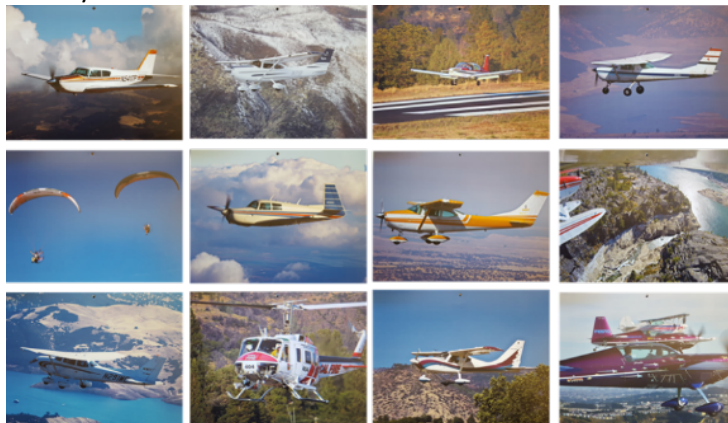
In 2017 we are looking forward to having RTTF (Residential through the Fence) as well as other maintenance and improvement issues addressed. E45 maintenance and improvements include airport safety signage, airport office interior improvements, runway/taxiway crack sealing, deer fence, lights (runway end-lights and wind-T), windsock, and more. Of course, everything is driven by the budget.

E45 is a vital contributor to area fire suppression, air ambulance services, police safety support, as well as recreational aviation. TCAA (Tuolumne County Airports Advisory) committee is our communication vehicle for E45 airport needs. The committee has seven members. Representing E45 are Steve Martin and me, Ed Gregory, along with our County Supervisor, John Gray.

2017 Calendars and 2018 Calendar Photos

We have an extremely small number of 2017 calendars left for sale. If you would like to pick one up, they are only \$8 (regularly \$15). Please contact any board member if you are interested in purchasing one.

It's not too early to be thinking about photos for the 2018 calendar. As with last year, our goal is to have all aerial photos, either air-to-air shots or shots of aircraft flying taken from the ground. If you have a photo to submit, please email Susie Williams (susie@slwstories.com) and include the highest resolution photo you can make. Low-resolution photos can't be used, so make sure the file is at least 1MB, preferably larger. If you want your aircraft featured in the calendar but don't have a photo of it, we can arrange a photo shoot with your aircraft.



2017 Calendar photo montage

Area Aviation Events

February	4 – PMLAA Meeting at 6:00 <i>14 – Valentine's Day</i> 18 – E45 Airport Display Day , weather permitting <i>20 – President's Day</i>
March	2-4 – AOPA Women in Aviation Conference, Orlando, FL 4 – PMLAA Meeting at 6:00 11 - Vicky Benzing @ NAF El Centro Air Show, El Centro Naval Air Station 12 – Daylight Savings Time Begins <i>17 – St. Patrick's Day</i> 18 – E45 Airport Display Day , weather permitting <i>20 – First Day of Spring</i> 25-26 - Vicky Benzing @ LA County Air Show, Lancaster, CA

2017 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
January	(no meeting)	
February 4 th	Robin Olds, WWII Fighter Pilot	6pm – McGowan's Hangar
March 4th	To Be Announced	6pm – McGowan's Hangar

BOARD OF OFFICERS & COMMITTEE CHAIRS – 2017

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VP, Social Affairs, Danielle Coelho 962-7207
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Display Day Coord., Ken Helling 962-7597
Safety, various contributors
Newsletter, Nikki Grimes 666-0141
Webmaster, Jeremy Zawodny 408-685-5936

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

