



Volume 36: Issue 5
May 2021
A Publication of the
Pine Mountain Lake
Aviation Association

Pine Mountain Lake Aviation

Next Meeting:

Saturday June 5, 2021

AIR RACE CONTEST

Time: 1:00pm

Place: E45 Ramp

AIR RACE CONTEST

The Air Race route has been determined and will be announced following the close of registration at 8 pm on JUNE 4 (<https://forms.gle/P6U1bsZ7LqqEwmjB8>). It is less than 100 nm. Remember the objective to arrive as close to your assigned time as possible. Any aircraft can win! All registrants will be required to attend a safety briefing at 9 am on June 5 via a Zoom meeting. The first take-offs will occur at approximately 1 pm on June 5. There is a \$25 dollar donation to participate. Please donate here: <https://pine-mountain-lake-aviation-association.square.site/> or send a check to PMLAA, PO Box 131, Groveland, CA 95321. Volunteers to assist are most welcome - email airport@pmlaa.org.

E45 Historic Aircraft Display Day:

With the Governor's expectation of the State of California returning to "normal" after June 15, we will plan to resume Display Day on the ramp on July 3 & 4. Sign-offs will occur at noon on the ramp each display day. Email airport@pmlaa.org if you have a mechanical issue preventing you from moving your aircraft to the ramp.

Kurt Howerton
916-282-9231
<http://www.dragon-squadron.com>

President's Message:

Hello PMLAA Friends!

Thank you Kurt Howerton our VP of Airport Affairs for putting together the spot landing contest and thank you to the participants as well. It was a nice day and fun event!

Keep an eye out for more fun aviation events to come. Fingers crossed we can plan our regular PMLAA Hot August Nights in a few months and we can gather safely again on a regular basis.

I look forward to seeing everyone soon. Until then continue to stay safe and healthy.



Blue Skies,
Danielle Coelho
PMLAA, President

E45 Rental Car Returns

After standing down for 2020, the rental car is back at PML Airport for the 2021 season. It's a good-looking Hyundai Sonata 4-door automatic. Rental rate is \$70 a day, out-the-door, no hidden fees! To make rental car reservations call Air Galore at 707-972-4498 or email at c3458j@gmail.com. There is only one rental car, so get your reservations in early!

Some car renter perks... If a renter joins the Air Galore Club, they receive a daily discount on car rental.

Big thanks go to PMLAA members Mary and Mike Wich for bringing the rental car to E45. This car rental information is also available on Air Nav and Foreflight.



Rental Car Available at PML Airport!

Reservations
Contact Air Galore
707-972-4498 → c3458j@gmail.com

PML Aero Club
Press Release
By Catherine Santa Maria
May 6, 2021



The PML Aero Club is enjoying the spring weather and decided to hold a hangar event in April to celebrate spring and get back in the air. We met on the 17th at our hangar and had our monthly meeting followed by some flying and then had a nice luncheon and then got back up in the air to do some spot landing practice.

We had great attendance and since the meeting have welcomed several new members: Our new members are Anne Melis Coady, Brian Conway, and Kurt Stonitch. Melis will be training with Larry Jobe, Brian Conway will be training with Bob Hornauer and Kurt Stonitch is returning to flying after taking some time off. Kurt will pick one of our instructors to check him out and get him back flying.

In other news, Bob Hornauer reported at our May 1st meeting the annual was completed in two days which is a new record. He thanked all of the members who came out and helped him complete the job so quickly. Congratulations Bob and team members who assisted.

Our next meeting will be on June 5th at our hangar at 10:30am. If you are interested in learning about us, then come and join us. If you are interested in joining the Club visit our website pmlaeroclub.com or contact Dennis Smith @ 962-4660 or Bob Hornauer at 209-402-0005.

The picture below is a picture of some of those who attended the April event.



Top row left to right Leon, Brian, Scott, Dennis, Paul, Catherine, Larry, Andy and Bob.
Front row left to right, Leon's dog, Joe, Melis, Mike and Dale.

Get to Know Groveland

What's a "Little House?"

You may have noticed the sign outside the small stone house on the outskirts of Groveland. You may have heard the term "Little House," but what does it mean? The Little House is part of Southside Community Connections, a nonprofit founded in 1984 by local volunteers.

SCC's mission is to provide "health, recreation, social interaction and lifelong learning experiences" to benefit active adults. SCC offers three main programs: The Little House, Wheels, and Village on the Hill.

The Little House opened its doors in 2009. The building is a venue for important social and educational programs for local residents including Meals on Wheels, craft clubs, bunco and bingo groups, exercise and yoga groups, art classes and movies.

In 2012, SCC rolled out its WHEELS program to provide free transportation in Groveland for errands and doctor's appointments and to Sonora for medical appointments for people who cannot drive due to age, illness or lack of a vehicle. It depends on volunteer drivers. Can you help by driving once or twice a month?

Thanks to a grant, SCC will expand their transportation program to include WAVE—Wheels and Village Express starting in June. Their bus will allow them to expand ride service to Sonora to include shopping. Additionally, they will provide limited service to Modesto for shopping or medical appointments.

In 2015, SCC began its Village on the Hill program which provides services enabling members to remain in their homes with safety, dignity and respect. Our "Neighbors Helping Neighbors" concept strives to provide a helping hand so that people can live independently and vibrantly. Volunteers make phone calls to check on people, or provide small chores such as changing a light bulb, checking smoke detectors, or transporting recyclables.

Due to COVID precautions, some of the usual programs are on hiatus, with hopes to resume soon.

SCC and the Little House welcome volunteers. They especially need WHEELS drivers and Village on the Hill helpers. Call 962-7303 or email info@southsidecommunityconnections.org for more information. It's a great way to serve others in our community, and only takes an hour or two a month.

SCC is a 501(c)(3) non-profit organization, completely dependent on community donations, grants and fundraising. It receives no government funding. Please consider supporting this valuable local service by sending a check to: P.O. Box 63, Groveland, CA 95321 or donate online at <https://southsidecommunityconnections.org/donate/>

The Right Stuff

By Marle Hewett

“The Right Stuff” is a 1983 American epic historical drama film written and directed by Phillip Kaufman. It was adapted from Tom Wolfe’s best-selling 1979 book of the same name about the Navy, Marine and Air Force test pilots who were involved in aeronautical research at Edwards Air Force Base, CA. It also included the Mercury Seven, the seven military pilots who were selected to be the astronauts for Project Mercury, the first human space flights by the United States.

Having returned from my second tour in the Western Pacific on the USS Oriskany flying A-4 Skyhawks in Attack Squadron 163 (the Saints) in 1964, I found that I had been selected for test pilot school. Further, I was to attend the Air Force test pilot school at Edwards AFB (formally known as the Air Force Aerospace Research Pilot School) instead of the Navy Test Pilot School at Patuxent River, Maryland. The Air Force and Navy had a long-standing agreement that two pilots from each class would attend the other service’s school as a way of sharing flight test knowledge and techniques.

I checked into test pilot school at Edwards on a Friday afternoon and was told that I was scheduled for a check flight with Colonel Chuck Yeager, the school commander, at 0730 hours the following Monday, and that I should go now to the parachute loft to check out my flight gear which was a bit different from Navy gear. In addition, I was told there was a T-33 jet trainer in the hangar that I could sit in Saturday or Sunday in preparation for my check flight with the commander on Monday.



Marle Hewett

“Check flight? Are you kidding me?” was my quiet response. So, on Monday morning at precisely 0730 hours, I presented myself to the commander’s secretary having just spent the last fifteen minutes in the head tossing my cookies. Colonel Yeager greeted me with a smile and invited me into his office. There were pictures and awards on his walls of his illustrious career as a fighter pilot, test pilot, WWII ace, first man to break the sound barrier, first man to do this, first man to do that.

What followed was a very personable exchange; hardly a briefing. He quizzed me about life on a carrier and what it was like flying off of them. He expressed a desire to do that someday.

“Do you have any time in T-33s or the Navy equivalent,” he asked. I did; about 50 hours.

“OK, you do the flying,” he said. “We’ll tour the area and I’ll brief you in the air about Air Force procedures and where they might differ somewhat from your Navy equivalents like landing pattern stuff, OK?” Off to the aircraft, we went, chatting as we walked. Upon arrival, it was kick-the-tires, light-the-fires and off we go into the wild blue yonder, Air Force style. He never touched the stick. We toured the Mohave under his directions and after about an hour of touring, returned to base. I shot the landing. He laughed as we rolled down the runway.

“You Navy pilots,” he said, “You don’t believe much in flared landings, do you?”

“Not much, sir.” I responded.

There were seventeen pilots in our class. Yeager flew check flights with every student in the class that first week. He had never done that before with a new class. On the following Monday we found that there were only twelve students left in our class: five had flunked out and were gone. It took us awhile to find out what was going on.

There was a new bomber, the B-70, that would be in flight test within the year. Air Force Systems Command wanted to make sure there were enough test pilots in the pipeline with significant bomber experience to be ready for the B-70, so they packed five experienced bomber pilots into our class.

A problem arose. General Curtis LeMay, the commander of The Strategic Air Command (SAC) objected to the five bomber pilots Systems Command had selected for the class: LeMay said they were the best he had and couldn’t be spared, and since the SAC mission was more important than Yeager’s little test pilot school, LeMay would keep the selectees in SAC and send five substitutes. Yeager was upset. He came up with a plan. He would fly everybody in our class as they arrived, flunk out the substitutes, send them packing and that’s just what he did. One of LeMay’s generals called and asked Yeager why he had flunked them out given that all of the substitutes had significant time in the T-33:

“You’re telling me they couldn’t fly the plane?” the General inquired. Yeager’s answer:

“Well sir,” he said, “They didn’t have The Right Stuff!”

A few days later the SAC General showed up at Edwards. There was a meeting between the General, Colonel Yeager and the base commander. The base commander backed Yeager: so, our class was short five students and as a result became known as the “black sheep” class. Our gals sewed a black sheep on the left sleeves of all our flight suits (see picture below).



The Black Sheep Class

Neither Tom Wolfe who wrote the book, nor Phil Kaufman who wrote and directed the movie of the same title, told the real story. Two B-70s arrived and there were only two bomber pilots who flew the planes. Number 1 crashed when it collided with an F-104 chase one day. The program was cancelled, but not because of the crash. The plane was expensive and ICBMs were coming along. The Air Force decided an expensive supersonic bomber was not the answer.

General Chuck Yeager died December 2020; he was 97. Not everybody who knew him will mourn his loss, but I will.

Oh, by the way, I did arrange to get Yeager a few carrier landings in the F-4 Phantom. I had set up a "field" trip for the class plus instructors to the USS Ranger at sea. The Ranger was conducting carrier qualifications for pilots returning to sea duty after a tour sitting at a desk.

A contingent from VF-121 from Miramar was aboard. I asked their commander if he could find time to fly Chuck in the back seat of one of his F-4s for a few landings. He said he would be honored, and Yeager got his landings. I never had to worry about my flight grades for the rest of my time at test pilot school.



THE "NUT TREE" ... AND ME!

By Jim Phillips

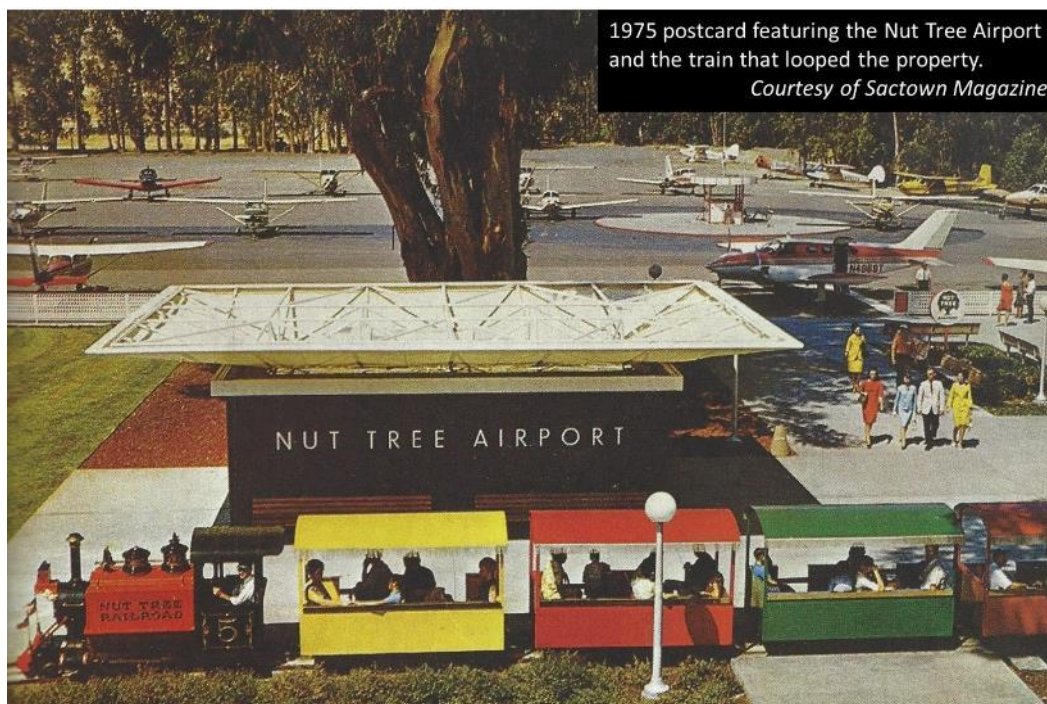
Have you flown into the Nut Tree Airport (VCB)? Or perhaps on a drive along Interstate-80 you may have stopped for lunch, a rest break, or a visit to the gift shop. The Nut Tree is linked to my 35-years of flying and my career.

The famous Nut Tree is an iconic stopover for food and gifts, opening July 3rd, 1921, as an upscale roadside stand by Ed and Helen Power. They provided fresh fruit and refreshment from their 135-acre farm, along with water for overheated car engines under the shade of a Black Walnut tree located on the East side of then Highway-40, now I-80.

The Black Walnut tree gave the Nut Tree its name. The seed for that tree was planted on the Vacaville farm by Sally Fox, a second cousin of Helen Power. Sally carried the seed in her pocket on a year-long wagon trip from Iowa to California during the gold rush.

Within a couple of decades, the fruit stand expanded to a restaurant, flower shop, and gift shop. From 1939 through 1942, my Dad was an Assemblyman from Oakland and Berkeley. My dad grew up on our family ranch in Groveland, just west of today's Tioga High School. He and his younger brother walked two miles each way to a one room school house in Deer Flat. Dad worked his way through Sonora High, UC Berkeley, and law school.

Back to the story, my mother, sister and I would travel from Oakland to Sacramento to visit Dad, stopping at the Nut Tree going and coming. So, I was familiar with the Nut Tree from an early age. Dad created the California Youth Authority, so in February 1943 we moved to Sacramento where he could be involved in getting the CYA started.



Ed and Helen had three children: Bob, Ed Jr., and Mary. Ed Jr. learned to fly in WWII and later bought a plane. In 1955, Ed graded a dirt strip on the Nut Tree property, thus the Nut Tree Airport began operations. Pilots started to fly in for lunch, so Ed paved the runway, put in a taxiway and lights. He added a miniature train to take pilots and passengers from the airport to the restaurant, entertaining special visitors including Walt Disney with that wonderful train ride.

For Christmas 1958, my bride gave me a box with a model Cessna-150 and an envelope. The envelope contained a gift certificate for 10-hours of flying lessons in a Cessna-150, enough to solo. I was flying with instructors at Patterson Aircraft Company (PATCO), the Sacramento Cessna dealer at Franklin Field (F72) in Elk Grove. I soloed in 5 1/2 hours. My instructor upscaled me to a Cessna-172 so we could fly my bride for lunch at the Nut Tree. I made a nice landing, we took the Nut Tree train to the restaurant for a great lunch, and visited the aircraft section in the gift shop.

Ed became good friends with John Patterson, owner of PATCO, and subsequently set up a satellite Cessna dealership at the Nut Tree Airport. Ed sponsored air shows and the Nut Tree Rotary Club had annual Rotary fly-ins; Chuck Yeager was the guest speaker for the 1982 final fly-in.

I was invited to one of the Nut Tree air shows when Bob Hoover was flying his P-38 Mustang. During his show, he announced that he had to fly North for a few minutes to cool the engine oil. Soon, heading South, here comes that P-38 at a 90-degree bank. Yes, wings vertical. Flying straight and lined up with the Nut Tree runway. Fuselage acting as a wing for a least a couple of miles. After the show, Bob was leaving for Denver and invited Ed to be his passenger to and from Denver. This made Ed's day, week, and year!

In the mid 60s, Ed bought a P-210, Cessna's pressurized 210, and flew that plane for many years. During that time, Cessna came out with a 206, six-passenger single-engine model and PATCO had one. I was in the air conditioning business and happened to be there servicing their A/C system at the time. John Patterson asked if I would like to check out in the 206. "Of course!" I said without hesitation.

Besides John, the instructor and two others, we needed one more passenger to make the required six for the check ride. There was one fellow waiting for service on his plane and he agreed to go along. After the successful check ride, I talked with this other fellow, he happened to be in charge of all the Nut Tree maintenance, including air conditioning, refrigeration, the train, and upgrading projects. His name was Harold.

Harold said one of the two Westinghouse A/C units serving the Hot Dog Stand was reported to have a defective compressor: "Would you be interested in checking it out?" "Of course!" I said without hesitation. In checking the unit, I determined that it was still in warranty, the compressor was OK, and it was just a bad capacitor, which I replaced.

From that day on and for 15-years until I sold my small A/C company, I did most of the service and maintenance on the A/C for the Nut Tree and the Coffee Tree along with help from my crew.

During those years I got to know the Power family pretty well. Ed was the aviation enthusiast but also had a lot to do with management of the Nut Tree and Coffee Tree. Ed made sure there was an aircraft section in the gift shop. In the mid 60s, the Nut Tree was completely rebuilt with the entire second floor dedicated to aircraft including model planes, maps, sectionals, books, periodicals and more.

If still operating, the Nut Tree would be having a centennial celebration this year. The Nut Tree almost made it to 75 years, closing in January 1996. Today there is a commercial development in the same location that bears the same name. The Nut Tree Airport proudly celebrates 66-years of operation.



Spot Landing
Contest

Saturday
May 1st

SAFETY CORNER

The Brain Game – Joe Sobczak

You would probably agree that your brain is the most important component in your flight bag. In the PMLAA March safety article, you read that VVM – Verbalize, Verify, Monitor – is a technique used by military and airline pilots to help ensure that critical tasks such as setting the flaps for takeoff is accomplished properly. VVM was invented to compensate for shortcomings in the way your brain works. This article is a bit of a deep dive into why VVM was developed and how it could help you.

Your brain has a characteristic known as cognitive bias and it profoundly affects your ability to safely fly an airplane. As the name implies, this bias “feature” of human thinking causes you to jump to conclusions (which may or may not be correct!) A commonly cited example of how cognitive bias can be a problem is the pilot who landed gear-up even though he “saw” three green lights. How could that be?



The answer: cognitive bias. More specifically, expectation bias, one of several different types of cognitive bias (there are 7, 12, or 25 types of cognitive bias depending on whose dissertation you read.) For the most part, cognitive biases are good for you. Your brain uses this feature as a shortcut to speed up your thinking and save on storage space. For example, when you walk around on the taxiway, your experience allows you to walk without having to look down before each step to see where your feet will land, freeing up your brain and eyes to admire the posies. And that works great if your expectations are met. In that example, expectation bias works in your favor.

As a pilot, you develop expectations and most of them are helpful. Remember how hard it was to understand pilots and controllers when you first learned to fly? Along the way, you learned to anticipate their words. This expectation helped make it a lot easier to understand what was being said. And yet pilots (even airline pilots) still land at controlled airports without landing clearance because their brain EXPECTS to hear “cleared to land” when there was no such clearance at all!

Such is often the case with gear-up landings. Even though you really did check to confirm that your gear was extended -- you looked for and “saw” three green lights -- the lights were never lit at all. How could that be? Having landed many, many times, your brain got used to seeing three green lights. When you looked for the green lights on that fateful day your brain registered three green even though they were as dark as your kitchen during a PG&E PSPS – expectation bias.

So, what to do? Back to VVM. Don't just *look* at the green lights, **POINT** to them and say, **OUT LOUD**, “Gear Down, Three Green.” And generally, be aware that this double-edged sword exists in your noggin. Also, use your checklist. The technique preferred by the airlines is to initiate actions using “flows” – a sequence of actions accomplished by memory and habit -- then confirm the critical actions with a checklist that is read **out loud**. You can even ask your non-pilot passenger to read the checklist items to you, allowing you to respond verbally. More VVM!

Radio Rumors “Say Again”

- **A different kind of traffic jam**
 - On Friday May 7th, 750 cattle crossed Hwy 120 at Hells Hollow Road stopping automobile traffic just outside of Groveland. The cattle were being moved from Coulterville to Evergreen for summer grazing in the high Sierras.
 - The cattle drive is conducted by PMLAA member Jim Phillip’s cousin, Tim Carlon. For those of you familiar with Carlon Falls on the road to Evergreen, that name honors the Carlon family ranch. This event occurs twice yearly, once to move the cattle to high ground for grazing and again in the fall, moving them back down.



- **PML Airport humor heard on 122.9**
 - “Pine Mountain Lake traffic, aircraft 123, making low high-speed pass.” *Pause.* “Correction. Making pass to clear runway from deer, Pine Mountain Lake.”
 - *Female voice on the radio:* “Pine Mountain Lake traffic, please report any airport advisories.” *Male voice:* “Pine Mountain Lake Airport is still here.”

2021 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
June 5, 2021	Air Race	1pm E45 Ramp
July	No event	
August 7, 2021	Hot August Nights-maybe	TBD

**** E45 Airport Display Day: Until the Shelter-in-Place order is lifted, display your aircraft on your own ramp. The “powers that be” will go around the airport and take note. Once the SIP is lifted, the individual airplane owner’s paperwork will be done. THIS CHANGES IN JULY. SEE PAGE 1 FOR MORE INFO.**

2021 Aviation Revival Calendar

May	26 – Total Eclipse of the Moon (visible in eastern Asia, Australia, Pacific) 31 – Memorial Day
June	5 – PMLAA Meeting – Air Race 5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 9-12 – Vicky Benzing @ Formation Clinic & Pylon Racing Seminar, Reno, NV 10 – Annular Eclipse of the Sun (visible from Canada, Europe, Asia) 12 – National Flip Flop Day 18-19 – Vicky Benzing @ Moses Lake Airshow, MSL, WA 19-20 – Columbia Airport (O22) Father’s Day Fly In – 😞 Not this year 20 – Father’s Day 21 – Summer Solstice
July	3 – Happy Independence Day! NO PMLAA Meeting in July 3-4 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 3-4 – Vicky Benzing @ Gig Harbor Wings & Wheels Airshow, TIW, WA 4 – Independence Day 4 – Vicky Benzing @ Tacoma Freedom Fair Airshow, WA 5 – Independence Day (observed) 15 – Dick Collier first solo, Cessna 150 at HNL, Honolulu Airport, HI (1966) 17 – Vicky Benzing @ Boundary Bay Airshow, CZBB, Delta, BC, Canada 17 – Hot Dog Day 26-31 – EAA AirVenture, OSH, Oshkosh, WI 26-31 – Vicky Benzing @ performing at EAA AirVenture, OSH, WI

BOARD OF OFFICERS & COMMITTEE CHAIRS – 2021			
OFFICERS		COMMITTEE CHAIRS	
President , Danielle Coelho	831-601-7328	Property , Ed Peters	962-6267
VP, Airport Affairs , Kurt Howerton	916-282-9231	Multimedia , Phil Hickerson	962-6714
VP pro tem, Social Affairs , Gabriel Coelho	209-617-4384	Membership/Roster , Nancy Mora	777-5558
Secretary , Nancy Mora	777-5558	Airports Manager , Benedict Stuth	533-5685
Treasurer , Dawn Howerton	530-312-1501	Display Day Coordinator	916-282-9231
Email: president@pmlaa.org or board@pmlaa.org		Safety , various contributors	
		Newsletter , Nikki Grimes	666-0141
		Email: newsletter@pmlaa.org	
Phone prefix is 209 unless otherwise indicated		Webmaster , Jeremy Zawodny	408-685-5936