



Volume 36: Issue 6
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A Publication of the
Pine Mountain Lake
Aviation Association

Pine Mountain Lake Aviation

Next Meeting:

Saturday August 7, 2021

HOT AUGUST NIGHTS

Time: 5:30pm

Place: E45 South Taxiway

A Retrospective of Flying, Work, Groveland ... and Me

By Jim Phillips

Working towards my private pilot's license, I needed dual cross-country instruction. I was asked if I would accompany Paul Bigler a CFI who was going to ferry a Cessna-172 from Wichita, Kansas to Sacramento. I got to fly left-seat, with Paul in the right, and I could log dual cross-country time. What a treat. I logged 13.5 hours of great experience. In May 1959, I got my private pilot's license.

My first passenger was my dad. Our family had owned a ranch between Groveland and Yosemite since the 1850s. We sold that property in 1952 and Dad leased some ranch land. Dad wanted to make a survey, from the air, of the ranch he leased. The leased land bordered our old family ranch on the East and is now the location of the PML Country Club, Tioga High School and a large part of the PML golf course. Dad wanted to see it from the air so he could select where to build fences and burn brush. Sadly, Dad died a year later. Mom sub-leased the ranch until Pine Mountain Lake was developed.

I had established myself in the Air Conditioning business. In January 1961, I was planning to fly to Chicago for a large exposition and was asked if I would do a detour on the way home through Wichita to ferry another Cessna-172 to Sacramento. Sure! Why not! I had done this before.

It was January and Cessna had to melt the ice off the wings. It was a one-directional runway, headed north. There was a strong crosswind from the northwest and the runway was very icy. I managed a crosswind takeoff on the icy runway but with low ceilings it was hard to find landmarks. I had carefully plotted a course for dead reckoning (a term I don't like) and I had no radio (customary in a new Cessna at the time). Following my course, I saw a water tower sticking up, flew around it two times in order to read the name of the town. Whew! I was right on course. The ceiling lifted and I headed to Albuquerque, NM to spend the night. The next day involved several stops, including a dirt strip at Sedona, AZ and at Apple Valley to call the SAC Exec Tower for instructions, because I had no radio. What an adventure!

I got my HVAC C-20 license in 1963. Thanksgiving of that year I got a call from a bowling alley in Sacramento with serious heat and air conditioning problems. I went up on the roof to find flames coming out of one of the duct heaters. Solved that problem and began a great business relationship with American Recreation Centers, servicing bowling centers and office buildings all over the country. I would take the CEO on surveys from the air to look for desirable locations to build new bowling centers. By 1979, the CEO enticed me to join his company with the title of Director of Energy Management and a new Cessna-182 to fly between locations. He even allowed me to run my company as an absentee owner. How could I turn that down? It resulted in a great 33-year relationship.

In 1981, I joined the Sacramento Sheriff's Air Squadron, flying many missions as a volunteer. Ten years later I became the Squadron Commander. Every other year we would fly out to PML Airport to visit the Blankenburg Museum hangars. Us pilots were served root beer floats on arrival, given a museum tour, and on special occasions Larry Jobe might drive some pilots around in one of his antique touring cars. Often there would be a PMLAA dinner and a program, including talks from Wayne Handley and others. Although not a charter member of PMLAA, I joined it when it was first organized and have been a member ever since. I kept a tie-down and an airport car at PML for 23 years. I enjoyed many meals at the Corsair Café and all the people at PML airport throughout the years.

Save the Dates!

We have two important community events coming up in October. Please mark your calendars and plan to get involved! More details in the coming months.

October 2 – the annual Community Airport Day to showcase the benefits of our airport to the Groveland community. For more information and to sign-up to help or perform, contact Kurt Howerton, airport@pmlaa.com or 530-312-1299.

October 9 – EAA Young Eagles, free airplane rides for children. We'll need pilots, ground crew, and people to handle registrations. Contact Ed Gregory, jagegg@sbcglobal.net or 962.5061.

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 members & friends,

Summer is upon us and things seem to be opening up a bit. It's nice to get out and see activity happening around us.

Speaking of activity Our VP Airport, Kurt, organized an air race on Saturday, June 5. Hope everyone got a chance to look up to the sky. It was a great day. A fun time was had by all and it was close race. Be sure to read Kurt's article for the final results.

Also check out Gabe's article under VP Social and get a glimpse of what's in store for us on the field in August!

I look forward to seeing everyone soon. Until then my friends...

Be Well, Blue Skies ,& Happy Landings.

Danielle Coelho
PMLAA, President

VP Social pro tem – by Gabe Coelho

This year PMLAA is planning a "Hot August Nights" meeting on August 7th on the "SOUTH" taxiway with cars and planes on display, fun games, friends, neighbors and a Tri Tip and chicken dinner. More information on the meeting will be in the July newsletter.

RSVP is required for the dinner. Tickets in advance are \$20 per person for members and guest of members. You can send payment to PMLAA, PO Box 131, Groveland, CA 95321.

We need cars! Bring your muscle car, truck, hot rod, classic, exotic, or antique car and show it off. It will be a fun evening. Stay tuned.



Aug 2019 - photo by Nikki Grimes

Just Plain (Plane) Fun – by Dawn Howerton

Just wanted to say how much fun it was to be a volunteer judge for the PML 2021 Spot Landing Contest. It was my first time judging such an event and it was exciting to have the opportunity to work “behind the scenes.” I got to go to a few places and do a few things most people don’t usually get to do. Sprayed graffiti on the runway (but it just looked like three white lines) and got to hang out with other volunteers right next to the runway--best view ever!

But seriously, it was wonderful to be outdoors, gather with a few friends and neighbors and share in our community’s common interest. It was my privilege to be included in such a well planned and executed event. Kudos to the participants! You signed up, you showed up, and you participated. From the ground, you looked great and you sounded great. Looking forward to supporting more upcoming events—the PML 2021 Air Race in June and Flour Bombing Contest in August. Can’t wait!

Air Race Results – by Kurt Howerton

Seven intrepid aviators signed up to test their cross-country planning and flying skills. Due to some unforeseen circumstances, only four were able to compete in the Air Race. They received a set of coordinates that defined the race route the night before and began the arduous task of plotting and planning. Winds aloft were downloaded, flight times were calculated, and compasses were checked.

- 1 Copper 37.974/-120.651 (37° 58’ 26.4” N 120° 39’ 3.6” W)
- 2 Knight 37.815/-120.66 (37° 48’ 54” N 120° 39’ 36” W)
- 3 Merced 37.52°/-120.303° (37° 31’ 12” N 120° 18’ 11” W)
- 4 Hill 37.741/-120.132 (37° 44’ 27.6” N 120° 7’ 55.2” W)
- 5 Windy 37.86/-120.18 (37° 51’ 36” N 120° 10’ 48” W)

The group met for a safety briefing on Saturday morning and received their assigned times to arrive over the PML Windsack. They determined their take-off times and launched! During the race, it became clear some pilots were meticulous in their planning and others decided to “just wing it.” Regardless of their tactics, all pilots arrived within one minute of their assigned time!

- First Place: Grant Krueger (assigned 14:03, 4 seconds overdue)
Second Place: Joe Sobczak (assigned 14:06, 7 seconds overdue)
Third Place: Corben Aldrich (assigned 14:00, 20 seconds overdue)
Fourth Place: Luis Corominas (assigned 14:09, 51 seconds overdue)

Congratulations to all!

Photos from Air Race Day



The Day's Route



Joe Sobczak's arrival



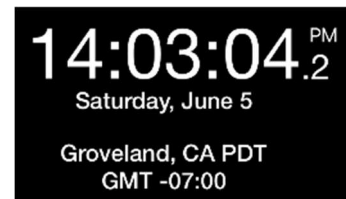
Participants L-R: Luis Corominas; Curtis Aldrich, Joe Sobczak; Corben Aldrich; Grant Kreuger



The Award!



Dawn Howerton presents first place award to Grant Kreuger.



The Official Time of Winner

Flour Bombing Competition – by Kurt Howerton

The next flying event coincides with Hot August Nights - August 7

Registration is required - sign up here:
<https://forms.gle/cz8HymPNf1HU67Z67>

Event rules are on the registration page. Expect to do a short safety briefing before the event and then we'll fly in the morning while it's still fairly cool.

Please email Kurt Howerton (airport@pmlaa.org) if you'd like to judge the event.



EAA Flight Deck – by Ed Gregory

Everyone seems ready to get life back in action and up in the air. We had an EAA meeting on Saturday with great interest in coordinating or participating in upcoming aviation activities. Here's a quick rundown.

Poker Run. Thoughts and early planning for a poker run on Saturday August 7th to coincide with Hot August Nights. Rob Compton is coordinating. Dennis Smith and Janet Gregory are gathering donations from local vendors as interesting prizes. The potential route discussed was Columbia O22, Calaveras CPU, Oakdale O27, and Mariposa MPI. Dianne Cole suggested that 99s and Bay fliers would also be interested in participating. Stay tuned.

PML Airport Day. EAA will actively participate and support Kurt Howerton, PMLAA Board and coordinator for our local Airport Day.

Young Eagles. Mark your calendars for Saturday October 9th from 9:00am to noon for a Young Eagles Rally at PML Airport. Free airplane rides for kids 8-17. Ed Sunday is coordinating the event. Plan to bring your kids or grandkids for a fun morning at the airport.

Kolb Firestar Ultralight. The local EAA aircraft build project has been on hold but interest is re-emerging with COVID restrictions easing. Contact Jeremy Zawodny or Bob Hornauer if interested in participating.

Camping at E45. A new topic of discussion was brought up at the EAA meeting by Robert Person with considerable interest from everyone. What about offering camping at E45 for transient pilots? Other great examples were discussed: Columbia Airport O22, Kern Valley L05, Furnace Creek L06, Catalina AVX, Oceano L52, Gravelly Valley 1Q5, and Shelter Cove 0Q5. Two possibilities bubbled to the top: 1) working with the Airports Manager to set aside space at the airport, or 2) make arrangements with the PML campground. No specific action was decided upon but it was an idea of considerable interest.

Looking forward to seeing you around the airport. Ed

Getting to Know Groveland:

Big Oak Flat Groveland Schools

- Virginia Richmond

Most members of PMLAA do not have school age children, so perhaps you don't know much about our local schools. A local school system is a key part of a community and it tells a lot about what's important to local residents.

Our school system is officially called "Big Oak Flat Groveland Unified District," and it consists of three buildings plus the superintendent's office serving approximately 300 children. About 10 additional children are being home-schooled locally. A number of local children also attend private or charter schools in Jamestown or Sonora.

This past year has been especially challenging for our teachers, parents and students. Most of the year has been remote learning. This added providing food to the students to the school's job. Families picked up food prepared by the teachers and staff along with the weekly lesson packets. Lack of computers or internet and absent parents further complicated many students' ability to learn.

Tioga High on Ferretti Road is the Groveland high school. It typically has about 60 students and five teachers. The school was built in 1990; before that our students were all bussed to Sonora High. Today, some of our high school students still elect to attend Sonora or Summerville schools in pursuit of bigger athletic or arts offerings or a more rigorous academic program. Students at Tioga can take online courses to supplement the classes available locally. Many vocational courses are offered such as medical assistant, gaming design, agriculture, and culinary arts. About 90% of Tioga students graduate, but only 50% go on to some form of higher education.

Don Pedro High School has six teachers and serves about 50 students in the Don Pedro and Moccasin area. As you might expect, Don Pedro has an active agriculture program in addition to the academic subjects. Students can also take college courses from Modesto JC.

Our elementary school is Tenaya Elementary on Route 120, just east of town. It has about 200 students in grades K-8 and twelve teachers. There is also a private co-op pre-school on the campus.

A large percentage of our students come from under-privileged homes; 60% qualify for free lunches. This brings many complicating factors, including the need for schools to augment critical family resources such as shoes, coats, and weekend food. Fortunately, local organizations including Helping Hands, Rotary, and Brainy Groveland along with generous individuals are always ready to help. Friends of the Groveland Library contributes money each year for books in classroom libraries. The Brainy Groveland tutoring project helps third and fourth graders get a firm footing in reading and math. The "Stuff the Bus" project in August collects school supplies, and many PMLAA members have contributed.

The district superintendent and Tenaya principal is Ms. Wynette Hilton, daughter of our own Catherine Santa Maria. She hopes the schools will be open for in-person learning this coming year. Volunteers (vaccinated) and donations are always needed. For more information, contact Ms. Hilton or the school office at 209.962.5765 x3462 or whilton@bofg.org.

SAFETY CORNER

The Go-Around Decision?

- Mike Gustafson, CFII

Since I have been spending a lot of time at the airport these days, I have noticed a lot of landings that should have been aborted way earlier than they were. What is it with our aviation minds that we feel the need to force the issue, to try and put mind over matter, be it flying into bad weather that is beyond our capability, or trying to glue a bad landing back together long after it is busted?

A good landing, notwithstanding all the jokes, is one that starts many miles away from the airport and is the result of a stabilized approach. Each and every approach and landing must also be accompanied with a plan for aborting and going around. Just ask our pilots who have had to go around at the last second because of deer on our runway. They expect to go around so they are not surprised when they need to make that decision.

The most common problem I notice is a way too high approach with the added attraction of diving on the runway; about $\frac{3}{4}$ of the way down the runway, power gets applied and the aircraft flutters off to try again. In most aircraft, flaps are incremental, that is you don't need all that was installed on the plane for every approach. If you are really allowing for a go-around then full 40 degrees of flaps is too much. We all fly our patterns too fast because we are not comfortable slowing the plane down close to the ground. Being master of your ship requires you to be able to fly it slow as well as fast. If you are uncomfortable with slow flight, go out, and at altitude, practice flying your plane at V_{so} plus 5 Knots. You will be surprise how well it handles.

Not using all the flaps during the approach means that when you do have to abort for deer on the runway, or any other reason, the aircraft will accelerate faster and develop a more positive rate of climb sooner. Along with adding power what about carburetor heat? Leaving carb heat on robs the engine of up to 20% of power, and on a high density altitude airport such as ours, that 20% could be the difference between a 300 foot per minute climb or no climb performance at all.

One exercise I like to have my students do is to abort at different points around the pattern. We are all familiar with the go around on short final, what about on base or downwind just before the base turn? If you're have a problem during downwind or base, just climb up out of the pattern and exit the area to sort things out with lots of radio call outs to telegraph your intentions.

No matter the length of runway, if you don't have your aircraft down, on the ground, in full positive control by the time you have used up half of the runway, then you better start thinking about going around. If you find the wind messing up your well-oiled flair, call it practice and take it around. There are no points given for saving a bad landing, only good points for showing good judgement and piloting skills.

The Red River Rats

By Marle Hewett

There is a long, wide river running through North Vietnam from Lao Cai at the Chinese border to Hanoi and further South. The river's head waters are deep in Northern China. There's a connection through Mongolia into Russia that allows freight links from Eastern Russia to Hanoi mostly along the river and tributaries. It's known as the Song Hong River. We called it the Red River because of its color. It had a red hue from the beginning of the war until long after the end. The hue came from the dead.



There is an association of Air Force and Navy pilots known as the Red River Valley Fighter Pilots Association or as they are known colloquially as “The Red River Rats.” We are the guys who bombed the hell out of everything headed South on the Song Hong River under the sun or under the moon. We did what the river rats did along the banks of the river. They came out at night, hounded everybody and everything that lived along the river and slept with full bellies in the day. They were big and they were furious, just like us. I remember being briefed, along with the entire air wing, on the river and its use as a supply route from Russia to the North. We were to sink all WBLCs (Water Borne Logistic Craft). Someone asked what a WBLC was, our briefer answered, “All boats, canoes, sailing ships, anything afloat that’s headed South is a WBLC. Sink it!” Well, that made it easy. After a while, however, the NVN figured it out. You’d see a boat in the distance headed South and the next thing you know, the boat was turning like hell to the North.

There was one bridge we needed to drop; the Tanh Hoa Bridge. It was a railroad bridge. All supply trains headed South from Haiphong had to cross the Tanh Hoa Bridge. Haiphong harbor was the only port that could handle Russian supply ships and that bridge supported the only train tracks going South from Haiphong.

In the period from 1965 to 1972, the Air Force and Navy combined lost 23 airplanes trying to drop that bridge. It sat between two ridges and was very well defended. In '65 and '66 we were launching alpha strikes of up to 24 airplanes against the bridge. We finally realized that large alpha strikes meant significant losses. From then on strikes were limited to one division (4 airplanes) and only one pass was allowed on the bridge per mission.

I was involved in several strikes in 1968 of that size, but we still failed to drop the bridge. A fable became popular; it went like this: the world is divided into two hemispheres, hinged on one side and hooked together on the other side by the Tanh Hoa Bridge. Unhooking the bridge meant splitting the world into two hemispheres.

Finally, an F4 Phantom broke the bridge in '72 with laser guided bombs. It pains me to disclose that the Phantom had Air Force markings, the world held together and did not split in two.

So, stay tuned. I am working on a book. The current concept for a name and subtitle is: "My Odyssey: From Maine to the Edge of Space". I hope to publish before the end of the year. This story along with many others are in there. Let me know what you think.

E45 Rental Car

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.



Radio Rumors “Say Again”

- **Straight-In Landings**
 - The FAA encourages pilots to use the standard traffic pattern when arriving or departing a non-towered airport, such as E45. This is considered especially important when other traffic is in the pattern or when operating in an unfamiliar airport.
 - However, there are occasions when a pilot can choose to execute a straight-in approach for landing: visual approach executed as part of the termination of an instrument approach.
 - Pilots should clearly communicate on CTAF and coordinate with other traffic so as to not disrupt the flow of other aircraft traffic.
- **Reno Air Race Box Seats for 2021**
 - Interested in attending the Reno Air Races, September 15-19, 2020.
 - Six classes of air racing, air performers, and the USAF Thunderbirds!
 - Box seat passes, including pit pass and VIP parking for the week \$370. Contact Janet Gregory for details janetg@kickstartall.com or 510-693-7546.



Reno Air Race T-6s

2021 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
July	No event	
August 7, 2021	Hot August Nights	5:30pm – E45 South Taxiway
September	TBD	TBD

2021 Aviation Calendar

June	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
August	7 – PMLAA Taxiway Party, Hot August Nights – Stay tuned ... 7-8 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 13 – Left Handed Day 21-22 – Vicky Benzing @ Wings over Camarillo Airshow, CMA, CA 24 – Buck Buchanan first solo, Piper J3 Cub at F23, Ranger Municipal Airport, TX (1952)

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