



Volume 36: Issue 8
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Pine Mountain Lake
Aviation Association

Pine Mountain Lake Aviation

Next Meeting:

Saturday September 4, 2021

KEN ORLOFF, speaker

Time: 6:00pm

*Place: Howerton's Hangar
(South taxiway, 9r end, between Woodside Way and
Woodside Way, at the bend)*

Ken Orloff will share a detailed analysis and reconstruction of a tragic fatal accident of a Beechcraft A36 Bonanza. This was an accident that really should never have happened. Different types of radar data were used to reconstruct the fuel burn and to more precisely determine the flight path of the airplane. Although not the usual case, it was some amazing eyewitness testimony that was pivotal in understanding the final minutes leading to the crash. If time permits, he will also present an interesting case using 3D computer graphics to reconstruct details in the crash of a medivac helicopter.

Ken's stories are always fascinating. Come and enjoy!

E45 HISTORIC AIRCRAFT DISPLAY DAY:

Display Day is back on the ramp the first weekend of each month, Saturday AND Sunday. 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>

Get Ready for PML Community Airport Day: Oct. 2nd - Virginia Richmond

PMLAA is again inviting the greater Groveland community to Community Airport Day on **October 2nd from 12:00 – 3:00pm**. This fun and free event is key to ensuring appreciation and support from the local community for our airport.

Air boss Bonnie Ritchey has developed a great line-up including radio controlled model airplane demonstrations, flying demonstrations, skydiving, high speed antics and formation flying teams. There will also be pilot skills contests featuring a flour bombing and precision landing.

This is an all-hands event for PMLAA members. Get involved. Everyone can do something! You can cook hotdogs, display your aircraft, participate in the flying contests, help with set-up and traffic control, and much more.



**PML COMMUNITY
AIRPORT DAY**
OCTOBER 2, 2021
FREE ADMISSION!
**PML AIRPORT
NOON – 3:00 PM**

**SKY DIVERS • FORMATION FLIGHTS • PLANES VS. CARS
FLYING SKILLS CONTESTS • SPECIAL AERO SURPRISES!
AIRPLANES & CARS DISPLAY • MODEL AIRPLANES DEMO
REFRESHMENTS AVAILABLE**

Bring a chair and enjoy the entertainment!
At the PML Airport – Our Community Resource!
Organized by Pine Mountain Lake Aviation Association

- To help with set-up, safety, traffic control, airplane movements, airplane displays, contact Mike Gustafson, 962-6336 or MLGpilot@yahoo.com.
- To participate in the bombing or spot landing contests, contact Bonnie Ritchey at 650-996-6274 or bonnie.ritchey@gmail.com. Note there are limited spots.
- To help for a two-hour shift at the food booth, contact Nancy Mora, nancykmora@yahoo.com or call/text 209-777-5558.

Please invite your PML friends and neighbors and let them see what a great asset our airport is to the whole community! Note this is not a fly-in event.

SAFETY CORNER

Preparation for the BFR - Mike Gustafson

Well, except it is not called the Biannual Flight Review, BFR, anymore. The FAA decided a few years ago to drop the Biannual (B) out of the name. They feel a “Flight Review” can happen any time. It is suggested that if a pilot goes 90 days without flying that a “Flight Review” is better than just three take-offs and landings.”

Be that as it may, at some point, like every couple of years, a pilot must present themselves to a Flight Instructor for an official “Flight Review.” Did you know that a pilot does not need to use a Flight Instructor for the “FR.. You can, if you have taken leave of your senses, fly with a Designated Examiner, and even a FAA Flight Standards examiner. I wonder if any pilot has ever done that. I wonder if that comes under good “Aviation Decision Making.” But I digress.

The official FAR, 61.56, regarding a flight review is that it must cover air work and ground review at no less than 1.0 hour flight and 1.0 hour ground. The ground review needs to cover Part 91, general operating and flight rules. The flying portion is a bit more general, just demonstrate that you know what you are doing, that you are “Master of your Ship”. Have you ever really read Part 91, start to finish?? It goes from 91.0 to 91.1700 and I suggest that you would not get through it in a week!

So, let’s look into what is typically involved in the successful completing of a Flight Review that you should be doing every two years.

The pilot prep should start with a critical self-review of your flying status. How many hours flown on the last two years, current level of memory knowledge of the flight rules, airspace, weather requirements for VFR flight, that sort of stuff. It is important to be honest with yourself. If you are really rusty, out of sorts with aviation in general, that is ok but you need to confess as much to your instructor. Maybe you need to go out and fly a couple of hours with an instructor just to get your “mojo” back.

To make the most out of this process I suggest taking one of the Flight Review ground classes offered by the online aviation companies, AOPA has one of the best. If you take any of those short classes then the ground portion is considered complete and you just have to do the flight portion.

You also participate in the FAA “Wings” program and if you complete a “Phase” then you do not need a Flight Review for 24 months.

You will need all the typical stuff, Pilot’s License, current medical, log book, E6B, iPad with current charts loaded. What, you mean you still carry paper charts, talk about losing your “Mojo”? And you will need an airplane.

The FAA suggests that you use the most complex airplane you typically fly. So if you own a Cessna 150 and a Cessna Citation, it is considered bad form to take your BFR in the C-150. But at the end of the day, the instructor doesn't really care. Use the plane that you are most comfortable with.

Just make sure the aircraft has a current annual and is in fly-able condition. No joke, when I was based at Reid-Hillview airport there was an FBO there that had really ragged, rag wing airplanes that may have been in annual but were not flyable, IMHO.

But let's assume that you need both ground and flight parts of the FR. Then the FR will become a learning opportunity for you, a brush up on the knowledge part and rust removal on the flying part.

Most pilots stopped doing W&B calculation two days after their Private Pilot check ride so I always have them do a W&B for their typical airplane and loading. Then flight plan a typical cross country. This will give us lots of opportunities for discussion on weather considerations, airspace issues, TFR's, NOTAMS etc, the fun stuff. Oh yeah, don't forget Vx, Vy, Va, Vso, etc for your airplane, you will be expected to know those minor details. And if your favorite airplane has wheels that go up and down, you also need to know the emergency gear extension procedure.

The flight portion is where the fun meter hits a "10." We will do most of the private pilot flight maneuvers: slow flight, stalls, steep turns, hood work. Then back to the pattern, emergency landing from downwind, short-field takeoff and landing, and aborted landing.

You know, you cannot fail a Flight Review? If your performance was, shall we say, questionable, then the flight is logged as dual and we practice the portions that were a bit creaky.

On a serious note, an FR can be a lot of fun. How can you not enjoy discussing your favorite avocation then actually having a good reason to burn avgas!

I would be remiss to not list the "things definitely not to do" during a Flight Review:

- Show up and forgot your medical and logbook. No, we can't just do the BFR anyway.
- Show up and the airplane is leaking gas, I mean a lot of gas, from the right fuel tank. Yeah. I know, you were meaning to have that looked at...
- Show up and announce that you will not do any stalls or turns great than 15 degrees! Really happened, twice. Both Bonanza pilots, hmmm?

Remember, the BFR is for your safety. Feel free to contact me if you have any questions or need a refresher. Happy Flying.

President's Message:

PMLAA Hot August Nights was a lot of fun! It was wonderful to see everyone again, outside, sharing a fun time together. Thank you to Gregorys, Johansons, Meerman, Aldrich, and Corominas for sharing their hangars and who volunteered for this event and to all who showed their planes and cars. Thank you to our PMLAA neighbor and club member Scott Hipsley for introducing us to his friend Marcus Leng who brought The Black Fly to PML for display. Thanks to our members who generously donated to our local children with school supplies for Stuff the Bus.

We are hoping to have a regular meeting in September depending on the COVID/Delta numbers. If we are able to meet, it will be at the Howerton's hangar, outdoors, with our very own neighbor Ken Orloff speaking. Stay tuned for more info on that.

Here are a few fun photos from 2021 HAN :



Yes that's me with The Black Fly 😊 along with member's cars , fun decorations for dinner compliments of Krystall Johanson, Pina Colada's by bartender Gabe, and Margaritas by Virginia.

Happy Landings,
Danielle Coelho
PMLAA, President

A Game of Chicken

Also known by the Air Force as a "Dance with Death"

By Marle Hewett

Defending against attack by a Surface-to-Air Missile is a game of chicken. You see the missile come off its pad. Initially, it's coming up vertically; it doesn't look like it's coming at you. It's big, like a telephone pole, and it's trailing an impressive stream of fire.

Straight up it goes, climbing to reach your altitude, but before it gets there, it slowly, very slowly, begins to push over toward you. That's when you know you are the target.

In the meantime, you turn so that the missile is either on your port quarter or starboard quarter. You don't turn hard; you're going to need all the g you can get in a few seconds. You hold your altitude or if you are slow, you nose over slightly to pick up speed.

This is where it gets interesting. You watch the missile come. You're now playing chicken. The missile's path to you is not a straight line; it's a curved path: curved in the vertical. It wants to hit you level at your altitude. You let it come; let it come.

Then, at the right moment, you roll hard down and into the missile; 6-Gs. You count to four. Then you roll level and pull up hard, 6-Gs. It's simple; if you do it right, you're OK. If you screw it up, like by diving too early or too late, you're dead. That's all there is to it.

So, what is the right moment? That comes with experience. If you survive the first two missile shots, you have it. By the third missile shot, the game begins to be fun. One warning; don't get distracted by something else while the missile is on its way. What happens is this: as you watch the missile come, you get a feel for its trajectory. That helps you hit the decision point right. If you turn away, you lose that feel. It's a mind game.

The game of chicken forces the missile to make a big correction as you head downhill and another correction as you pull up. The missile could pull 10-Gs in any direction, but its high Mach results in you having a radius-of-turn advantage if you delay your evasive maneuver (dive) as much as your mind allows.

One of our pilots decided he would try to get a picture of a missile attacking him. So, he took his single-lens-reflex camera with him on all combat missions. One day he got his picture. A missile came up after him. He was flying his A-7 with his right hand and holding the camera at the ready with his left hand.

He performed his evasive maneuver and while pulling up to the vertical after the dive, he relaxed the G, held the camera pointed aft over his head and clicked the exposure. He got the missile at the instant it exploded behind him.

He then got the film developed somewhere and began showing it around the air wing. That was a mistake. One day, we got a call in our ready room. It was the Admiral's aide.

"The admiral would like to see the 'Yahoo' that took that picture," he said. Our pilot was grounded for a while and an order went out that private cameras were not allowed on combat missions anymore and the picture would be confiscated.

The admiral didn't know it, but one print of the picture was already on its way home in an envelope. Three months later the picture appeared on the cover of the Saturday Evening Post in all its colorful

glory. Fortunately, we were already headed home by then. The ship was in Sydney and all the air wing pilots were flying home via chartered air including me and the guilty pilot.

This is one of the stories in my memoirs, which I expect to publish by the end of the year. The title and subtitle are: "Fast Hewie: From Career Navy Jet Jock to Global Aerospace Tech Wizard".

PMLAA Helps "Stuff the Bus" - Virginia Richmond

PMLAA members gave generously to Tenaya Elementary's Stuff the Bus campaign at Hot August Nights. The project collects school supplies so our students can start the year ready to learn. Thank you all!



Virginia and Mike Gustafson delivered the donated supplies and money to Principal Wynette Hilton.

EAA Flight Deck – Smokin’ on Takeoff

By Ed Gregory

Flying Poker Run. Our EAA Flying Poker Run got smoked out. But we plan to reschedule it for a clear Saturday. Thanks to a great team effort: Rob Compton, organizer. Chloe Fitzmyers, card envelopes. Wayne Handley and Roxie Compton for an attempt to drop off card buckets. Leon Liebster and Larry Santa Maria for being ready staff the check in booth. Dennis Smith and Janet Gregory for collecting donations from generous local business; these prizes will be saved for the rescheduled poker run. Stay tuned.

Oshkosh. Another smokin' awesome year for EAA AirVenture in Oshkosh. Great airshow performance, including our very own Vicky Benzing with smoke on. More than 10,000 aircraft arrived at OSH and other local airports. OSH reposted 16,378 aircraft operations over the 10 days, averaging 116 takeoffs and landings per hour when the airport was open. Attendance smoked estimates at 608,000; the third time attendance has ever surpassed 600,000! PMLAA did its part attending: Jeff & Vicky Benzing, Rob & Roxie Compton, Alan & Yuni Gaudenti, Ed & Janet Gregory, Bob Hornauer, Steve Martin, Robert & Martha Pearson, Bonnie Ritchey, Leo & Nancy Mora, Joe Sobczak, Beth Stanton, and probably a few others.

Young Eagles. Mark your calendars for Saturday, October 9th for Young Eagles at PML Airport. EAA Chapter members will offer free flights for kids age 8 to 17 from 9:00am to Noon. Please bring your kids or grandkids for a smokin' good time. We also welcome volunteers to assist on the ground, followed by a volunteer lunch. We will follow all EAA recommended COVID guidelines on the ground and in the air. Contact Janet Gregory for details 510-693-7546.



Young Eagles Need You! - Virginia Richmond

On October 9th, EAA and PMLAA members can make unforgettable memories for area children in the Young Eagles program. Many of these kids will be taking their first airplane ride. Remember that thrill?! Call Ed Gregory at 962-5061 to sign up as a volunteer pilot or ground support crew. Not a pilot? Don't worry, you can help too! We need people to help with registration, guide planes on the ground and get kids safely in and out of airplanes.. Lunch will be provided for volunteers after the event.



This is one of the important ways we give back to the community while we promote aviation and our local airport. *Contact Ed Gregory today, 962.5061 or edward.gregory@sbcglobal.net to volunteer.*

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”

- **Master Pilot Awards Received**
 - ➔ Hooray! At long last, all 15 PML Master Pilots have received their award packages!
 - ➔ Thanks to COVID and FAA delays, it was a long wait. The longest standing application was submitted 11/22/2019, twenty-one months ago! Yikes!
 - ➔ Congratulations to our Master Pilot Award Recipients: Buck Buchanan, Alan Buchner, Ira Chapman, Dick Collier, Alan Craig, Jim Goodrich, Ed Gregory, Marle Hewett, Bob Hornauer, Larry Jobe, Steve Martin, Ken Orloff, Norm Peebles, Dennis Smith, and Bill Thomas.
- **Tips for Flying During Wildfire Season**
 - ➔ Check for **VFR flying conditions**. In airspace less than 10,000 feet MSL, 3 statute miles visibility, and distance from clouds (500’ below, 1000’ above, 2000’ horizontal). In airspace at or above 10,000 feet MSL, 5 statute miles visibility, and 1000’ distance from clouds. 14 CFR – 91.155
 - ➔ Consider **visibility**, both forward visibility (from cockpit forward at same altitude) and slant-range visibility (from cockpit to the ground).
 - ➔ Consider other **meteorological conditions** that can further affect visibility: precipitation, fog, mist, haze, and smog. Fires also affect convective flow and can create turbulence.
 - ➔ Check **TFRs** (Temporary Flight Restrictions) that restrict aircraft operations over designated areas. In wildfire season aerial firefighting and surface-based hazards could impact safety of flight.
 - ➔ Remain clear of all aircraft fire fighting activities.

2021 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
Sept 4, 2021	Ken Orloff	6:00pm – Howerton’s hangar
Oct 2, 2021	Airport Day	E45 Ramp
Nov 6, 2021	TBD	TBD

2021 Aviation Calendar

August	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)
September	4 – PMLAA Meeting 4-5 – E45 Airport Display Day , 8:00-4:00, sign off at 12:00 4-5 – Vicky Benzing @ Corvallis Airshow, CVO, OR <i>6 – Labor Day & Root Beer Float Day</i> 9 – Young Eagles Rally @ PML Airport 11 – Alan Buchner first solo, Fairchild PT 23 at BFL, Meadows Field, CA (1953) 11 – Ira Chapman first solo, Piper J3 Cub at CBE, Cumberland, MD (1960) 11-19 – National Championship Air Races at RTS, Reno, NV 11-19 – Vicky Benzing @ National Championship Air Races, RTS, NV 22 – <i>Autumnal Equinox (Set clock back one hour)</i>
October	2 – PMLAA Airport Appreciation Day , 11:30-3:00 2 – PMLAA Meeting 2-3 – E45 Airport Display Day , 8:00-4:00, sign off at 12:00 9 – Marle Hewett first solo, Beechcraft &34 Mentor at NPA, NAS Pensacola, FL (1959) US Navy <i>11 – Columbus Day</i> 18 – Bob Hornauer first solo, Piper Cherokee PA28 at Westwego, LA (1969) 30-31 – Vicky Benzing @ Salinas International Airshow, SNS, CA <i>31 - Halloween</i>

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