



Volume 37: Issue 1  
January 2022  
A Publication of the  
Pine Mountain Lake  
Aviation Association

## *Pine Mountain Lake Aviation*

### *Next Meeting*

*Saturday, February 5, 2022*

*TBD*

### The Presidents Message

Mike Gustafson- President, PMLAA

By now I hope most of you have taken the member Survey that Krystall Johanson worked so hard on. The survey results will inform your Board of Directors on members' thoughts on having meetings in person over the next few months. At our recent board meeting in early January we discussed various options on how to address the uptick in Covid: Do we require masks, do we require Vaccinations cards, and do we even have a February meeting? We were pretty much deadlocked on a course of action and decided to see what our members have to say. So please take the survey to help us out.

As of January 9<sup>th</sup> only about 30% of you have renewed your membership in PMLAA. I get it, why renew if we don't know how many meeting we will be having, who the guest speakers are etc. but we will be having more meetings than last year for sure and we need those dues dollars to help us operate. So please, renew your membership! A renewal form is attached to this newsletter for your convenience.

As you may know, we are legally no longer allowed to operate a 50/50 raffle so a major income source has dried up. We will be sending out a direct mail to most of you trying to up the membership rate as well as asking for a small donation to offset the loss of the 50/50 raffle. All the money will be used to operate the aviation association and allow us to grant STEM scholarships to appropriate students.

On possibly a good note, your Board applied for a Tuolumne County/Sonora Area Foundation Grant for \$20,000, that if granted will be used for ramp and taxiway maintenance on our airport. We should find out by the end of January if we are selected. More on this later.

A shout out to the Johansons, as they continue to remodel the Pilots' Lounge. New interior walls, new floors, doors, the joint has never looked better! A big THANK YOU to them!

The best flight school and rental club at PML, the PML AeroClub, (oh wait a minute, they are the only club) has two new students who are burning up the pattern and wearing down the runway with all their activity in N5231R. It is nice to see new folks taking up the flying hobby. Those of us who have been in this wonderful avocation know that it is an addiction with no cure, but don't tell them that just yet!

We will be back to you soonest with word on the February meeting. Please stay tuned.

Blue skies,

Mike Gustafson

## New Officers Bio's

### **Mike Gustafson, 2022 PMLAA President**

I was born in, no, wait, I don't think I need to go that far back!

I spent all of my professional career in what would eventually become known as Silicon Valley. I migrated from Arizona in 1969 and went to work for a series of microwave engineering companies. I found myself really liking the freedom of being in a company start-up and the stock options were pretty nice as well. I retired to PML in about 2001 after discovering the airport on one of my many Saturday flights around Northern California.

I was always interested in airplanes and my father flew in the Army Air Corp, but he didn't talk much about that time but he did take us kids out to a Air Force "bone yard" a time of two to just admire the old, soon to be chopped up, airplanes.

I worked my way through a bunch of ratings: Private Pilot, Instrument, Commercial, Certified Flight Instructor, Instrument Instructor, Multi-engine Instructor, Airline Transport Pilot, Commercial Glider, Advanced Ground Instructor, Instrument Ground Instructor. After I retired in 2001 I worked part-time for a FBO to get sign-off to take the Airframe & Power plant tests and finally I tested for the A&P Inspection Authorization add-on.

In 2006 I started building a Van's RV-7 and completed it in 2011, (I am a slow builder), and I still own the RV today. In 1977 I purchased my 1973 Cherokee 140 and I still own that airplane today as well. I refer to the RV as my "rice rocket" even though it was not made in Japan and the Cherokee as the "Grand Dame". Neither of the ladies knows about the other, and I want to keep it that way!

Covid notwithstanding, I look forward to a fun year running (who am I kidding?) your Aviation Association.

## **Nancy Mora**

I was born and raised in North Dakota which is where Leo and I met, when he moved in next-door to me. So I guess I was "the girl next door".

Leo was in the Air Force which is what brought us to California in 1983. He was stationed at Castle AFB and we lived in Atwater and then Merced. I got a job at a large commercial printing plant, thinking that's what I'd do for the next four years, until we were transferred. I ended up working with them for 25 years. I started in a clerical position in Merced, worked my way up to Customer Service Manager, spent a few years on a corporate training team, training people in a dozen plants. I also spent a few years in the Riverside CA and Dallas TX plants.

We were introduced to Pine Mountain Lake by a neighbor who had built a cabin up here. The first time we came to PML to see them, we pretty much knew we would retire here. Shortly after that visit we bought our lot in Unit 12, before there was a taxiway to our property. Through the years we would come up often just for brunch or lunch at the "Country Club" just to get out of the fog in the valley.

We bought our lot in 1986, thinking we'd move up here when Leo retired from the Air Force. That would have been in the late 90's. But when Leo got hired by Northwest Airlines, that was going to extend our retirement, because you don't retire from an airline job you're enjoying until age 65. Leo is clearly our link to aviation, not me. My only 'claim to fame' related to aviation is that I have three takeoff and landings in a 747 sim (and flying on the Concorde).

When we were ready to leave TX (actually a couple years after we were ready) my job became overseeing the typical home improvements and the moving process. We moved into a rental on Pleasant View in the summer of 2016 and started the process of building our forever home. Who knew, other than all of you who already lived here, that it would take two years to get the house built! But it was finally ready to move into at the end of August in 2018.

We both love living in PML! We hope to live here for many, many years. We enjoy the community and obviously, our beautiful surroundings.

## **Patricia Gibson**

**I am Patricia Gibson, new Treasurer for PMLAA. When I worked, I was a Financial Analyst for a wholesale finance company and then as a Marketing Analyst for a cable tv company. My husband, Paul, and I moved to PML in 2017. We had always wanted to live in a fly-in community and this one is quite near to perfect. We enjoy the proximity to Yosemite. Paul is incoming President of the aeroclub. I am very active in the PML community, where I am also on the boards of the Ladies Club and the Southern Tuolumne County Historical Society. I also play pinochle, mahjong, bocce, and belong to the Residents Club and Friends of the Lake Club. We live at PML part time, and the rest of the time reside in Santa Rosa, Sonoma County, not far from the airport there in a subdivision called Wikiup**

## Treasurer's Corner-

By Patricia Gibson

**PMLAA Fundraising Directive:** Due to a change in some rules governing our organization we can no longer hold 50/50 raffles. This was our biggest fund-raising event and earned us on average \$3500 per year; it proves a great loss and hardship on the club. With Covid for two years curtailing our events we now find ourselves in a large monetary shortfall. PMLAA plans to host monthly gatherings, Airport Day, Hot August Nights, the Christmas Party, an air race, flour bombing and Spot Carrier Landing events. To meet our budget this year, we must raise \$3200. If every family could contribute \$25, we would quickly make this up. Unfortunately, many families are unable to afford that, so we ask those who can - contribute \$50-\$100. We will look for other fundraising opportunities later in the year, but this is a necessary ask in order to keep the annual membership cost lower. Thank you for your consideration.

### SAFETY CORNER

#### **Closing Reid-Hillview and unleaded fuel??**

- **Mike Gustafson, CFII**

As you may have heard, the Santa Clara County Board of Supervisors has ordained that after December 31, 2021 100LL aviation fuel will no longer be sold at San Martin and Reid-Hillview airports (RHV). The BoS has been trying to close RHV since the mid-80's when Zoe Lofgren first started beating that drum; this latest ploy is another whack at closing the airport. This is the latest in a long list of things they have done to make the airport lose more money.

The EPA has been threatening to ban 100LL for years but always backed off when the aviation alphabet groups and the FAA dumped on them, but that is all changing now. The "camel's nose under the tent" that occurred at RHV will be just the first domino in getting rid of 100LL for environmental reasons.

A number of years ago the FAA started a working group to look into what it would take to design a new fuel to replace 100LL. At first there was a lot of industry interest in the project but as the full awareness developed on what was needed, the operating group lost members. A few hardy entrepreneurs hung in there and a few fuels were tested; some passed some did not. The biggest issue is how to stop detonation, which is why lead was added to the fuel in the first place. Detonation occurs when too little fuel is sent to the cylinder during peak power events like take-off and the fuel and it explodes rather than just burning. If the explosion occurs at the wrong time in the crankshaft rotation, bad things can happen.

It turns out that the small block engines, 360 cubic inches and lower are pretty much immune to detonation, so they will run pretty well on the 91UL and higher unleaded fuels. BUT, the big block engines or turbocharged engines, not so much. That is where all the fuel science has been spent, trying to get a safe non-detonating fuel for the big engines.

Right now it is possible to find unleaded aviation gas that will run in the small Lycoming engines, you just need the STC and you are good to go. But the total solution, one size fits all, has been elusive until now.

George Braly, of GAMI injector fame, has invented a 100UL fuel that runs properly in all engines. As you might expect, his company was many years testing both engine compatibility and fuel system compatibility, and they now have a Aircraft Master List that the FAA has approved, for most engines. No STC is required, as of now. The big next hurdle is to interest a refinery in producing the product and delivering it to airports. Braly expects that next step will take about two years to solve.

As a side comment, the GAMI fuel is estimated to cost about \$1.00 more per gallon than current fuel prices, be slightly heavier, but have a little higher energy content so a bit more efficient.

So for the next two years I recommend that you diligently call ahead if you are planning a fuel stop somewhere and make sure 100LL is still available at that airport. It is my somewhat doom-and-gloom opinion that various counties around the country will see what happened in Santa Clara County and will be shutting down 100LL fuel sales.

If you end up having to deal with one of the currently available UL fuels I suggest that you only take on the minimum necessary to meet legal flight requirements, and put the UL in only one tank. Then you should take-off and climb on the 100LL tank and cruise on the UL tank. By the way, it's OK to mix UL and 100LL in the same (cruising) tank. This only applies to those running the Lycoming small block engines. If you are running the Continental big blocks, you are out of luck.

I believe this unleaded fuel issue will shake out in the next few years, but for now be careful what type of fuel goes into your tanks.

As for Reid-Hillview, even if the UL fuels find their way to that airport, I suspect the County will find another bogus reason to close that lovely airport, but that is a story for another telling. Happy New Year!

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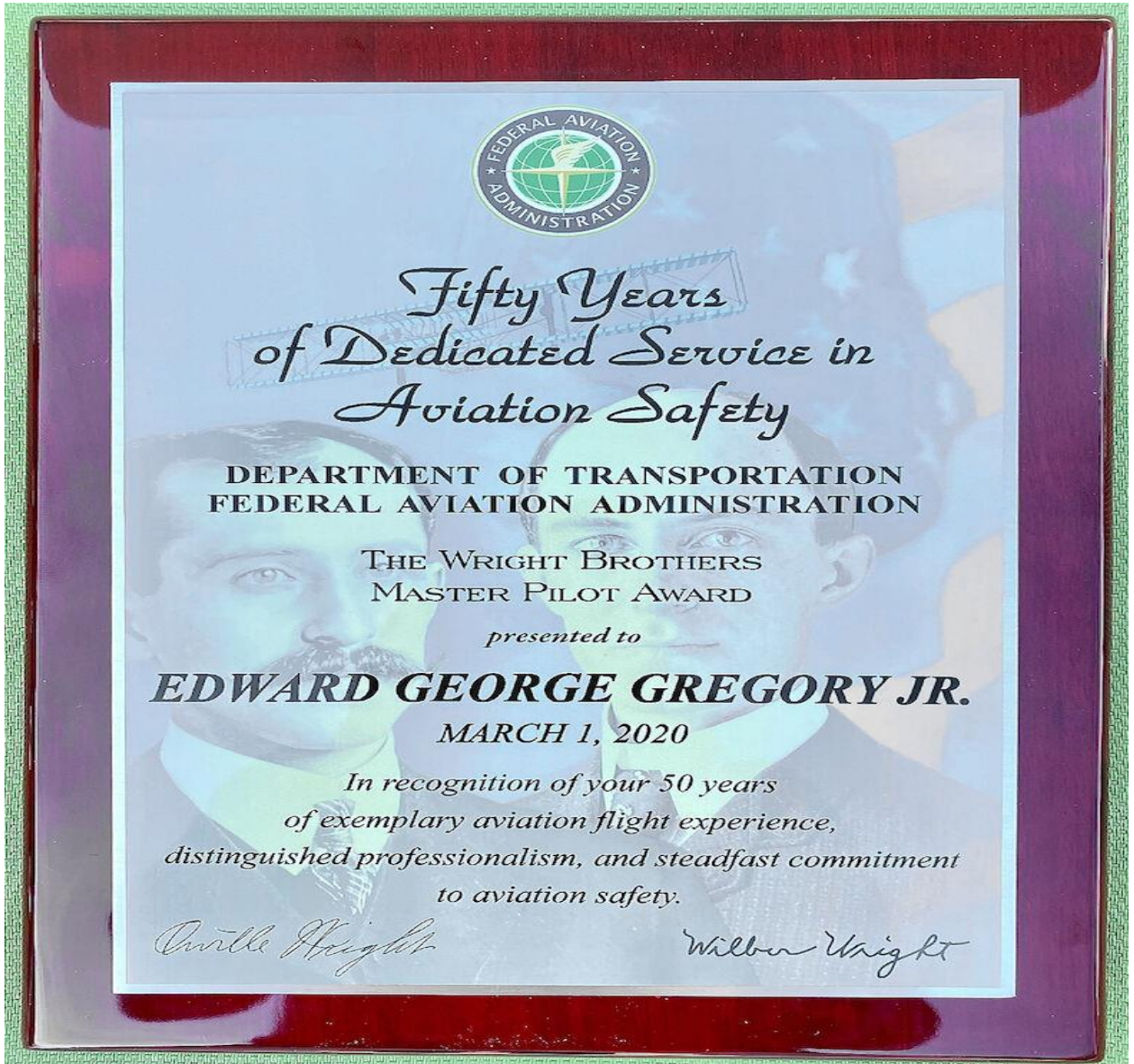
## Radio Rumors

- Airport office renovations are underway thanks to Jason Johanson. New front door is installed, the **ugly** orange carpet is gone and it's beginning to look like something we can be proud of finally.
- According to "Flying Magazine", Santa Clara County has banned the use of 100LL as of January 1, 2022. This will affect RHV and E16 (San Martin) but SJC and PAO may have a work around
- The long time airport manager at KCCR (Concord), Keith Freitas is moving to Camarillo.

# 15 Pine Mountain Lake Pilots Earn Top Civilian Distinction

*Reprint from "The Union Democrat"*

- By: Rebecca Howes Dec 7, 2021 Updated Dec 8, 2021





Ed Gregory, 75, of Groveland, holds an award for 50 years of flight in front of his hangar in Groveland on Tuesday.

- Shelly Thorene / Union Democrat



Several member pilots of the Pine Mountain Lake Association have been flying safely for 50 years or more. Pictured are (from left): Back row — Tom Martin, Steve Martin, Ira Chapman, Joe Sobczak, Bill Thomas, Buck Buchanan, Marle Hewett, Norm Peebles, Ken Orloff, Alan Buchner, Allen Craig, Ed Gregory, Randy Barber, and Wayne Handley. Front row — Larry Roessler, Dick Collier, Dennis Smith, and Larry Jobe. Not pictured are Jim Goodrich and Bob Hornauer.

- Courtesy photo

Pine Mountain Lake Aviation Association has 15 prestigious pilots who received the Wright Brothers Master Pilot Award, the highest honor a civil aviator can receive, for 50 or more consecutive years of safe flight operations.

The PMLAA recipients of the award are Buck Buchanan, Alan Buchner, Dick Collier, Ira Chapman, Allen Craig, Jim Goodrich, Ed Gregory, Marle Hewett, Bob Hornauer, Larry Jobe, Steve Martin, Ken Orloff, Norm Peebles, Dennis Smith and Bill Thomas.



The Wright Brothers Master Pilots Award is given to pilots who have achieved more than 50 years of safe flight. Instituted by the U.S. Department of Transportation, Federal Aviation Administration, on Oct. 11, 2003, the Wright Brothers Master Pilot Award — named in honor of aviation pioneers Orville and Wilbur Wright — includes the issuance of a distinctive certificate and lapel pin after application review and eligibility requirements have been met.

On Dec. 17, 1903, the Wright Brothers made the first controlled, sustained flight of a powered, heavier-than-air aircraft, named the ‘Wright Flyer,’ at Kitty Hawk, North Carolina. The brothers are also credited with being the first to invent aircraft controls that made fixed-wing powered flight possible, according to the FAA website.

“Through my long flying career (I started flying when I was 18), I’ve known several pilots who received the Master Pilot award,” said Goodrich, via email from Crossville, Tennessee, where he moved in September 2020 from Pine Mountain Lake. “I had tremendous admiration for them as pilots and figured I’d probably never enter that lofty realm that they occupied as Master Pilots.”

Goodrich’s sentiment for the honor was summed up succinctly by Craig.

“Fifty years doing something you love to do... how lucky am I?” he said.

Craig’s fellow flyers feel the same gratitude he does regarding the recognition and the longevity they have experienced as aviators.

“The fascination and enjoyment of flying has run deep in how I have looked at life. I think as a pilot you have to have an optimistic attitude and a strong belief in your own ability. This award is yet another validation of both optimism and ability,” Thomas said.

Thomas said he became enamored with flying after his uncle gave him a ride in a rented Piper Tri-Pacer in the 1950s, when he was 9. Thomas and his wife, Pat, who is also a pilot, live in Camarillo, and have been flying up to Pine Mountain Lake since 1998.

According to Thomas, the award for him and some of the other pilots would not have come to fruition without Janet Gregory, of Pine Mountain Lake.

“Janet has worked long and hard in herding us old pilots to complete the Master Pilot Award paperwork,” he said.

Gregory, an aviator herself, learned to fly at the Pine Mountain Lake Airport and earned her pilot’s license in 2012. The man who taught her how to fly is none other than Jobe, who along with Gregory’s husband, Ed, are both Wright Brothers Master Pilot Award recipients.

Of the 15 Groveland master pilots, Gregory assisted 12 of them in the application process, which consisted of a Wright Brothers Master Pilot Application Nomination Form; submitting the pilot’s flying history and three letters of recommendation from holders of FAA pilot certificates, who could attest to the nominees’ 50 years, or more, of piloting experience.

One of the pilots Gregory guided through the award process was Jobe, a retired United Airlines captain who is still teaching people to fly. His wife, Nina, is also a pilot.

“It is an honor to receive such recognition,” Jobe said. “I learned to fly in 1965 in Van Nuys. I have been flying for 56 years.”

Hornauer, of Twain Harte, is also a certified flight instructor and has been for the past 49 years. He lived in PML from 1992 to 2015, when he moved up the hill to live with his girlfriend, Susan Schindwein.

“The master pilot award is recognition of the contribution to the aviation industry without having incident, accident or violation,” Hornauer, an A&P certified airplane mechanic who learned to fly at a small airport in Louisiana in 1969, said. “I always wanted to fly.”

A love of flying and all things aviation-related is the common language all 15 of the PMLAA pilots speak.

“Everyone here is a pilot. We are all pilots,” said Orloff, a private forensic consultant who specializes in aviation accident reconstruction and moved to PML in 1986. “It’s all about aviation.”

Orloff, who has been flying since 1964, is a certified flight instructor. His wife, Lynne, is also a pilot and certified flight instructor.

In regard to the Wright Brothers Master Pilot Award, Orloff said it “signifies 50 years of continuous safe flying.” For a man in his line of work, that says a lot.

The effective start date for the 50 years is the date of the nominee’s first solo flight or military equivalent. For former flight instructor and PML resident Collier, the 50 years of flying was not up for debate.

“I have more than 50 years, of course,” he said.

Collier’s flying experience, which began at age 12 when his father let him take off alone, or solo, in a little fabric airplane from the Santa Monica Airport, was the beginning of what would become a lifelong passion. Judy, his wife of 33 years, was one of many students he taught to fly.

“Give a 12-year-old an airplane and let him fly around and he’s invincible,” he said.

Buchner, of PML, was just 14 years old when he started working at the Bakersfield Airport polishing the tail of a B-1B, a supersonic heavy bomber owned by his father.

At 18, Buchner learned to fly in a 1936 Rearwin Sportster, an American two-seat, high-winged, cabin monoplane. He still has the plane.

“Flying is all I’ve done all my life,” he said. “It’s an honor to get the award.”

Buchner, who closed his Fresno airplane maintenance shop two years ago, has 10 airplanes, “some are together, some are apart,” and enjoys working on them with his wife,

Connie, who helps him in the hangar. In the 1970s, he taught Connie how to fly. The couple have been married since 1969.

Award, they also are inducted into a Roll of Honor, where the nominee's name, city and state of residence In addition to the distinctive certificate and lapel pin that are part of the Wright Brothers Master Pilot, plus the month and year of the Master Pilot Award presentation,= is available to view online at the FAA website.

Just being a part of the Roll of Honor is significant for Smith, of PML.

“I feel very honored to be among those who have gotten this award,” he said. “I am humbled to have this award.”

Smith, who was in the U.S. Air Force for 38 years, 9 months and 11 days (as of Tuesday), joined the service at 18 years old. He learned to fly in the military, but his passion for aviation started much earlier at age 4 or 5, he said.

“I was very small when I fell in love with flying,” he said.

Buchanan wasn't much older than Smith when he became intrigued by flying.

A recreational pilot, hang glider and skydiver, with over 162 drops, Buchanan, of PML, was 11 when he drew up his first plans for a simple glider.

By 17, Buchanan was learning to fly and earned his wings two years later in 1954. His wife, Jo, is also a pilot.

For Buchanan, the award is a “culmination of all those years spent flying,” he said.

Like some of his fellow Groveland pilots, Ed Gregory learned to fly while serving in the military. He attended Air Force flight school in 1967 and flew reconnaissance missions during the Vietnam War.

“We’d fly around 1,500 above the ground to identify targets within 10 meters,” Ed Gregory said. “I spent 700 plus hours doing this. We never got dinged. We were never hit. I am grateful for that.”

After spending seven years in the military, Ed Gregory spent the next 32 as a private corporate pilot. His whole life has been centered around planes and flying, he said as he sat in his airplane hangar located close to the PML airport.

The Gregorys bought their PML property in 2006, built their house and moved to Groveland full-time in 2010.

“Look how far my plane has come since the Wright brothers,” Ed Gregory said as he turned and looked admiringly at his Beechcraft B35 Bonanza airplane. “It was built in 1950. It’s 72 years old.”

The Wright Brothers Master Pilot Award is a lifetime acknowledgement for Ed Gregory and for his fellow PMLAA pilots.

“The FAA award is an award we appreciate being recognized for,” he said. “We are all the people that built and supported the aviation industry. I am grateful for the recognition.”

Contact Rebecca Howes at [rhowes@uniondemocrat.net](mailto:rhowes@uniondemocrat.net) or (805) 450-8961.

## Aviation Weather on your Mobile Phone

By Dianne Cole

1. Send a Text to 358782
2. In the message of the text put ONLY ONE of the following
3. M KCMA PT or T KCMA PT The M is for METAR for the airport name (KCMA)  
The T is for the TAF for the airport. The PT at the end is for Plain Text. If you prefer the coded version, leave off the PT at the end.

Within moments you will receive a text with the METAR or TAF that you requested.

## Rules to Fly BY

By Len Morgan

“An Airline Pilot is a confused soul who talks about women when he is flying and about airplanes when he is with a woman.”

**Len Morgan**

Note. This was obviously written long before women were Airline Pilots. *Ed*

Great Read 

<https://www.boldmethod.com/learn-to-fly/regulations/logging-night-time-and-night-landings-explained-2021/>



## 2022 Meeting Calendar

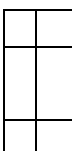
<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
January 2022	NO MEETING	
February 5, 2022	TBD	TBD
March 5, 2022	TBD	TBD

## Aviation Calendar

### 2022 Aviation Calendar

<b>January</b>	<p>1 – <i>New Year’s Day</i></p> <p><b>1 – Happy New Year! <u>NO</u> PMLAA Meeting in January</b></p> <p><b>1-2 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>17 – <i>Martin Luther King, Jr. Day</i></p>
<b>February</b>	<p>1 – <i>Chinese New Year – Year of the Tiger</i></p> <p>2 – <i>Groundhog Day</i></p> <p><b>5 – PMLAA Meeting</b></p> <p><b>5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>13 – <i>Superbowl Sunday</i></p> <p>14 – <i>Valentine’s Day</i></p> <p>21 – <i>President’s Day</i></p>
<b>March</b>	<p><b>5 – PMLAA Meeting</b></p> <p><b>5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>13 – <i>Daylight Savings Time Begins (Clock springs forward)</i></p> <p>17 – <i>St. Patrick’s Day</i></p> <p>20 – <i>Vernal Equinox 15:33 UTC – First Day of Spring</i></p>
<b>April</b>	<p><b>2 – PMLAA Meeting</b></p> <p><b>2-3 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>17 – <i>Easter Sunday</i></p> <p>22 – <i>Earth Day</i></p> <p>31 – <i>Partial Eclipse of the Sun- visible from southeast Pacific &amp; southern South America</i></p>
<b>May</b>	<p>5 – <i>Cinco de Mayo</i></p> <p><b>7 – PMLAA Meeting</b></p> <p><b>7-8 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>4 – <i>Star Wars Day – May the fourth be with you</i></p> <p>8 – <i>Mother’s Day</i></p> <p>16 – <i>Eclipse of the Moon- visible from Americas, Europe, Africa</i></p> <p>30 – <i>Memorial Day</i></p>

<b>June</b>	<p><b>4 – PMLAA Meeting</b>  <b>4-5 – E45 Airport Display Day</b>, 8:00-4:00, sign off at 12:00  14 – Super Moon - Full Moon nearly at Perigee  <b>18-19 – Columbia Airport (O22) Father’s Day Fly-In – Stay tuned...</b>  19 – <i>Father’s Day</i>  21 – <i>Summer Solstice 09:14 UTC – First Day of Summer</i></p>
<b>July</b>	<p><b>2 – NO PMLAA Meeting in July</b>  <b>2-3 – E45 Airport Display Day</b>, 8:00-4:00, sign off at 12:00  4 – <i>Independence Day</i>  13 – Super Moon - Full Moon nearly at Perigee  25-31 – EAA AirVenture, OSH, Oshkosh, WI</p>
<b>August</b>	<p><b>6 – PMLAA Taxiway Party, Hot August Nights</b>  <b>6-7 – E45 Airport Display Day</b>, 8:00-4:00, sign off at 12:00  7 – <i>Friendship Day</i></p>
<b>September</b>	<p><b>3 – PMLAA Meeting</b>  <b>3-4 – E45 Airport Display Day</b>, 8:00-4:00, sign off at 12:00  5 – <i>Labor Day</i>  14-18 – National Championship Air Races at RTS, Reno, NV  23 – <i>Autumnal Equinox 01:04 UTC – First Day of Autumn/Fall</i></p>
<b>October</b>	<p><b>1 – PMLAA Airport Appreciation Day</b>, 11:30-3:00  <b>1 – PMLAA Meeting</b>  <b>1-2 – E45 Airport Display Day</b>, 8:00-4:00, sign off at 12:00  11 – <i>Columbus Day</i>  25 – Partial Eclipse of the Sun- visible from Europe, NE Africa, Middle East, W Asia  31 - <i>Halloween</i></p>
<b>November</b>	<p><b>5 – PMLAA Meeting</b>  <b>5-6 – E45 Airport Display Day</b>, 8:00-4:00, sign off at 12:00  6 – <i>Daylight Savings Time Ends (Clocks fall back)</i>  8 – Total Eclipse of the Moon- visible from Asia, Australia, Pacific, Americas  11 – <i>Veterans Day</i>  24 – <i>Thanksgiving Day</i></p>
<b>December</b>	<p><b>3 – PMLAA Holiday Party</b>  <b>3-4 – E45 Airport Display Day</b>, 8:00-4:00, sign off at 12:00  7 – <i>Pearl Harbor Remembrance Day</i>  21 – <i>Winter Solstice 21:48 UTC – First Day of Winter</i>  25 – <i>Christmas Day</i>  31 – <i>New Year’s Eve</i></p>





BOARD OF OFFICERS & COMMITTEE CHAIRS – 2022

**OFFICERS**

**President**, Mike Gustafson 209-962-6336

**VP, Airport Affairs**, Rob Compton 962-6503

**VP, Social Affairs**, Krystal Johanson 209-606-0377

**Secretary**, Nancy Mora 209-777-5558

**Treasurer**, Patricia Gibson treasurer@pmlaa.org

**Email:** [president@pmlaa.org](mailto:president@pmlaa.org)  
or [board@pmlaa.org](mailto:board@pmlaa.org)

Phone prefix is 209 unless otherwise indicated

**COMMITTEE CHAIRS**

**Property**, Ed Peters 962-6267

**Multimedia**, Phil Hickerson 962-6714

**Membrshp/Rostr**, Nancy Mora 209-777-5558

**Airports Manager**, Benedict Stuth 533-5685

**Display Day Coordinator**  
Rob Compton 962-6503

**Safety**, Mike Gustafson & Joe Sobczak

**Newsletter**, Dianne Cole 962-6397

**Webmaster**, Jeremy Zawodny 408-685-5936



## Pine Mountain Lake Aviation Association

### Membership Application, Renewal and Update



New Member                      Date: \_\_\_\_\_  
 Renewal – no changes  
 Renewal – with changes

Name 1: _____	Order Badge	Publish on Member List
Name 2: _____	<input type="checkbox"/> Yes \$10 ea	<input checked="" type="checkbox"/> Yes
Child Name: _____	<input type="checkbox"/> Yes \$10 ea	<input checked="" type="checkbox"/> Yes
Child Name: _____	<input type="checkbox"/> Yes \$10 ea	<input type="checkbox"/> Yes <input type="checkbox"/> No
Mailing Address: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No
City: _____ State: _____ Zip: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No
Phone 1: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No
Phone 2: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No
Email 1: _____ (Required)		<input type="checkbox"/> Yes <input type="checkbox"/> No
Email 2: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No

**PMLAA Mission:** To promote aviation interests and ensure the welfare and safety of its members, Pine Mountain Lake Airport, and the general community, through aviation-oriented recreational and educational activities.

**Monthly Meetings:** Held the first Saturday of each month (no meeting in January or July), usually at 6:00, check the PMLAA Newsletter or website [www.pmlaa.org](http://www.pmlaa.org) for details.

- Annual membership dues are \$25.00 per household.
- Please make check payable to: **PMLAA**.
- Bring to monthly meeting or remit to: **PMLAA, PO Box 131, Groveland, CA 95321**
- Membership includes:
  - Monthly electronic newsletter.
  - Access to member directory (available only to members).
  - Special pricing for PMLAA events.
  -

**PMLAA Fundraising Directive:** Our organization can no longer hold 50/50 raffles. This event earned us on average \$3500 per year and is a great loss and hardship on the club. With Covid for two years curtailing our events we find ourselves in a large monetary shortfall. In order to meet our budget this year, we must raise \$3200. If every family could contribute \$25, we would quickly make this up. Unfortunately, many families are unable to afford that, so we ask those who can - contribute of \$50-\$100. We will look at other fundraising opportunities later in the year, but this is a necessary ask in order to keep the annual membership cost lower.

Thank you for your consideration.

Annual dues \$25.00 per year	\$ _____
_____ Badges @ \$10.00 each	\$ _____
Fundraising Contribution (\$25-\$100 suggested)	\$ _____
TOTAL enclosed	\$ _____