



Volume 37: Issue 3
March 2022
A Publication of the
Pine Mountain Lake
Aviation Association

Pine Mountain Lake Aviation

Next Meeting/Potluck Dinner

Saturday, April 2, 2022

Speaker: Vicky Benzing

Time: 6:00 pm

*Place: Jeff & Vicky Benzing Hangar
Located at the 27 end of the runway,
on the Northeast Taxiway*

The Presidents Message

Mike Gustafson- President, PMLAA

As I'm writing this, PML has finally received some rain and four inches of snow. Let's hope the month brings more storms to improve our water supply.

The March membership meeting was a success, thanks to your hard working board of directors and our guest speaker, Ken Orloff. I can take zero credit as I was in Arizona hoping for a few Spring Training baseball games. No luck so far! A special thank you to Steve and Jodi Nash for the use of their beautiful hangar!

Krystall Johanson, our busy V.P. of Social Affairs, will continue her program of getting us all back to meeting in person with the April 2 meeting featuring our own Air Show star and P-51 owner, Vicky Benzing. She will be recounting her and Jeff's purchase and rebuild of Clay Lacy's P-51 Mustang! Be sure to mark your calendars. Stay tuned for details from Krystall.

I have good news regarding the general upkeep of our airport. After a several productive discussions with County Public Works management we have seen the county street sweeper clean up the ramp and taxiways, new signage went up discouraging walkers and bike riders from using the airport area, and we have a commitment for spraying weed killer.

Look for the bathrooms to be remodeled at the Pilot's Lounge and maybe some crack sealing around the ramp. The list is long, but I have high hopes that the airport will continue to be improved.

One of the tasks that we need to help with is tagging over-night parked airplanes. Right now we count on the honor system for transient planes to pay their parking fees as there is no on-site staff. Unfortunately, that system is not working. I am looking for a couple of volunteers to trade-off helping with this project. The task simply involves tagging all the parked airplanes at 5:00pm each day, noting all the "N" numbers on a log and checking the "Fees Drop Box" for any money. It should take less than 30 minutes, and if we get several volunteers, we can split the days.

Each Tuesday the County will collect the money and a list of those airplanes that did not pay their fees. The County will send an invoice to the non-paying aircraft. *Every dollar collected will go to upkeep at our airport.* Please consider helping; contact me to sign-up or if you want to discuss. Thank you.

See you around the airport!

Mike



Stock photo

PMLAA PRESENTS



VICKY BENZING

AVIATRIX/SPEAKER

APRIL 2, 2022 6PM

BENZING HANGAR: 21171 JIMMERSAL LN.

DINNER: POTLUCK

LAST NAME STARTING WITH A- K BRING DINNER DISH

LAST NAME STARTING WITH L-Z BRING AN APPETIZER OR DESSERT



SAFETY CORNER

Shake, Rattle, and Roll -- not just a great 60's song! Mike Gustafson, CFII

Inherent in the nature of the aircraft we fly is the possibility of system vibrations. The vibrations can come from the air flowing past airframe parts, from engine normal operations; the prop and spinner also get into the act. In all cases, some system vibration is normal and cannot be completely eliminated, but too much and bad things start to happen.

Since most of us fly the same airplane or airplanes all the time, it is important to listen for any changes to the sounds the aircraft system is making. Any sound or vibration change needs to be dealt with post-haste. Airplanes do not fix themselves but they will talk to you if you listen. Vibrations can make you fatigued and uncomfortable. Excess vibrations can lead to foot problems because of the close proximity of the rudder pedals to the firewall and a very real assault on the ear drums, ANR headsets notwithstanding.

Airframe vibrations can occur from various extrusions around the wing and fuselage literally fluttering in the wind. The faster you go the more flutter you can get. Years ago I had a communications antenna that fluttered and made a very slight high pitched whine, annoying as hell until I hunted it down and changed it out.

We are all familiar with the never-exceed airspeed called Vne of the airplanes we fly. Some really smart engineer figured out that at that airspeed or higher one or more of the floppy things on the wing or tail could flutter so hard and fast that it would exit the aircraft and take a bit of the rest of the airframe with it. Never a good thing! This flutter can happen so fast that by the time the pilot senses an issue, the parts have already departed. Stay away from Vne, especially during a descent, it can sneak up on you.

Engine system vibrations typically give a bit more warning. A partially fouled plug will telegraph its unhappiness and can be trouble-shot with a good engine analyzer. The same can be said for an induction air leak or a magneto timing issue or failure. Some engines have counter weights attached to the crankshaft. If one of those locks up or spins off, the engine will start moving and send a vibration back through the engine mount. Even old engine mount isolators can get worn out and hard; they then send unwanted vibration into the firewall.

Other systems in front of the firewall can also get in on the vibration act. The propeller, spinner and spinner back plate all can set up their own chorus of vibrations. Any time the prop is removed all of the attached parts should be inspected for cracks and if found, repaired or replaced. The cheapest maintenance item you can have done is to have it all dynamically balanced. A good technician and vibration analyzer can drill down into the data and determine if the vibration being measured is from the prop, pistons, crankshaft, or even motor mounts. *Money well spent!*

EAA Flight Deck



By Ed Gregory

We had a small but productive EAA Chapter 1337 meeting on March 5th. Big discussion was planning for a Young Eagles Rally at Columbia Airport (O22) on Saturday April 23 from 9:00am to noon. We have pilots and ground support volunteers from both PML and Columbia Airports. If you want to volunteer contact me or Ed Sunday (209) 533-1405.

Bob Mackey presented an interesting show-and-tell on various landing gear shock absorber designs for his Lancair, discussing variations in weight, dampening force, compression, rebound, and cost.

At the next chapter meeting, April 2nd at 4:00pm, we look forward to scheduling a poker run in the spring.

Our local EAA Chapter 1337 is a 501-c-3 charitable organization and donations are tax deductible and eligible for company matching if your employer provides it.

Radio Rumors

Response to EPA Regarding Lead in Fuel at Reid Hillview Airport

(Reprint from AOPA Website)

February 28, 2022

To: Marion Hoyer
Environmental Protection Agency
Office of Transportation and Air Quality (OTAQ)
Michael Regan
Environmental Protection Agency Administrator

cc: Brian Q. Armstrong
FAA, Western-Pacific Region
Manager, Airport Safety and Standards Branch

From: Michael McDonald
Pilot at Reid Hillview (RHV) airport in Santa Clara County, California
Santa Clara County Airport Land Use Commission Proxy Member (volunteer) Angel Flight pilot

Re: Aviation Lead Study at Reid Hillview Airport

To the EPA Leadership:

I have been extensively involved in the efforts to bring unleaded aviation fuel (“AvGas”) to Reid Hillview (“RHV”) airport, and thereby to unlock the opportunity for unleaded aviation fuel use by numerous other airports in California and the west coast. As a pilot and member of the class most highly exposed to lead, my interest is and was to make aviation safer for the community, my passengers, and me. Like virtually everyone in the aviation community, I believe the switch to unleaded aviation fuel is overdue; it is time for the FAA to act.

That being said, the motive for Santa Clara County (“County”) is to close an airport and thereby reap a quick financial windfall for the county. They have dressed up their financial motives with a pretext of health concerns for the marginalized. Unfortunately, the County has manufactured a crisis to advance their political agenda and financial ambitions. Sadly, their political and financial resources provide them a powerful megaphone to now advance maligned “facts” about aviation fuel.

Even worse, **by spreading misleading information about the impact of aviation fuel, the County needlessly creates unwarranted concerns for all families living near airports and undeservedly devalues all communities near airports.** They are not helping these communities as they profess; they are hurting them and redirecting scarce health resources in the wrong direction.

As a Professional Engineer, I think it is incumbent that the facts are correct and known, so that the best decisions can be made. Good decisions are not made based on a biased presentation of incomplete facts and half-truths as the County has regrettably done. Furthermore, risks and rewards should be

understood and weighed against each other when making decisions; indeed, by attacking RHV – and by extension many other small general aviation airports – the County undermines all of aviation and the good that comes with it. Indeed, it is my strong belief that supporting aviation supports the community.

This letter is intended to identify and correct the record on some of the claims made by the County regarding lead. This letter does not address FAA grant assurance issues with the County which I have separately addressed with the FAA. Nor does it explore the economic impact of general aviation and what the closure of RHV could economically mean to the region; more information on that is also available upon request.

This letter focuses specifically on lead research from Santa Clara County that has been sent to the EPA. A summary of the short-comings of that research is presented, followed by a more extensive review of these issues.

It is important that the EPA get the analysis on aviation fuel right to ensure constrained health care resources are properly allocated; at the same time, it is also important that communities are notified of the true risk, to decrease possible misclassification of children and unnecessary concern by parents.

I ask that the EPA thoughtfully consider and evaluate these issues in identifying next steps regarding the transition to unleaded AvGas; I applaud this ultimate goal.



Respectfully,

Michael McDonald

Community and Airport Partnership for Safe Operation (CAAPSO) Board Member
Santa Clara County Airport Land Use Commission (ALUC) Member

Angel Flight Pilot

Summary

The County took actions on January 1, 2022, that prohibited the sale of leaded AvGas at County-owned airports. These actions were ostensibly taken based on the results of a study (“Study”) that the County commissioned to evaluate the potential impact of AvGas on blood lead levels (“BLLs”) at RHV.¹

If correct, the Study found that there is a correlation between leaded AvGas sales at RHV and child BLLs; an increase in one will increase the other. Just as importantly, the converse applies: if leaded AvGas sales are eliminated, child BLLs will not be elevated. As the County has eliminated leaded AvGas sales at the airport, the concern by the County that the airport and airplanes elevate BLLs is no longer relevant as leaded AvGas is no longer sold by virtue of the County’s actions.

If correct, the Study results also show that no special action is needed. As opined by a Yale University School of Medicine physician and researcher who provided a peer review of the Study, “this finding is not a crisis” and there are “some important differences” to the Flint, MI crisis. The CDC provides a BLL reference value of 3.5 micrograms per deciliter ($\mu\text{g}/\text{dL}$) for case management; this level represents the worst 2.5% of the population’s BLL levels and prioritizes this population for medical and environmental follow-up; below this level, physicians take no action. The Study found the mean level for those located closest to the airport was 1.93 $\mu\text{g}/\text{dL}$, which is below the current CDC reference value and far below the CDC reference values – 5 $\mu\text{g}/\text{dL}$ and 10 $\mu\text{g}/\text{dL}$ – in effect during the time period covered in the Study.

Furthermore, those in the Study above the CDC reference value represented only 1.7% of the population, which is less than the 2.5% benchmark set by the CDC.

However, it should be noted that the data used in the Study is fundamentally flawed, and so the Study itself should be questioned. BLL testing equipment was developed in the 1990s to detect elevated BLLs above 10 $\mu\text{g}/\text{dL}$. With the substantial reduction of community BLLs since that time, this equipment is inadequate to accurately and precisely test at current BLLs; this is a limitation recognized in the industry. The Study assumes a precision and accuracy in the data that unfortunately is not supported by the equipment used to do the test.

Some of the assumptions, techniques, and conclusions in the Study also deserve scrutiny.

- (1) The Study’s selection of the epicenter of lead deposits at the northwest end of the field versus the southeast end is inconsistent with prior research; given the Study’s conclusions on impacts to communities within 0.5 miles of the airport and those downwind from the aircraft, correctly identifying the epicenter of lead deposits 3000’ to the southwest may have a profound impact on results, as well as indicate a lower risk for many children and schools.
- (2) The Study assumes no lead-based paint was used in homes built after 1960; this is inconsistent with reality, as well as the County’s own position (based on lawsuits) and California state law, all of which say that lead may exist in any California home built before 1978.
- (3) The Study does not explore the potential contribution of major lead sources that were prevalent immediately around RHV for decades: (1) lead-arsenate, the leading pesticide used in the local orchards surrounding the airport, (2) legacy automotive leaded gas used at the NASCAR race track.

¹ “Leaded Aviation Gasoline Exposure Risk at Reid-Hillview Airport in Santa Clara County, California,” Mountain Data Group, August 3, 2021.

Article was edited for space. See AOPA website for entire 21 page response. (*Ed.*)

PML Airport Terminal Building/Pilot Lounge

Many thanks again to Jason and Krystall Johanson for all their work renovating our terminal building and pilot lounge, it's absolutely beautiful. Stop by and take a look. You should plan on coming back in a few weeks to view the PML airport artifacts curated and arranged by Janet Gregory.

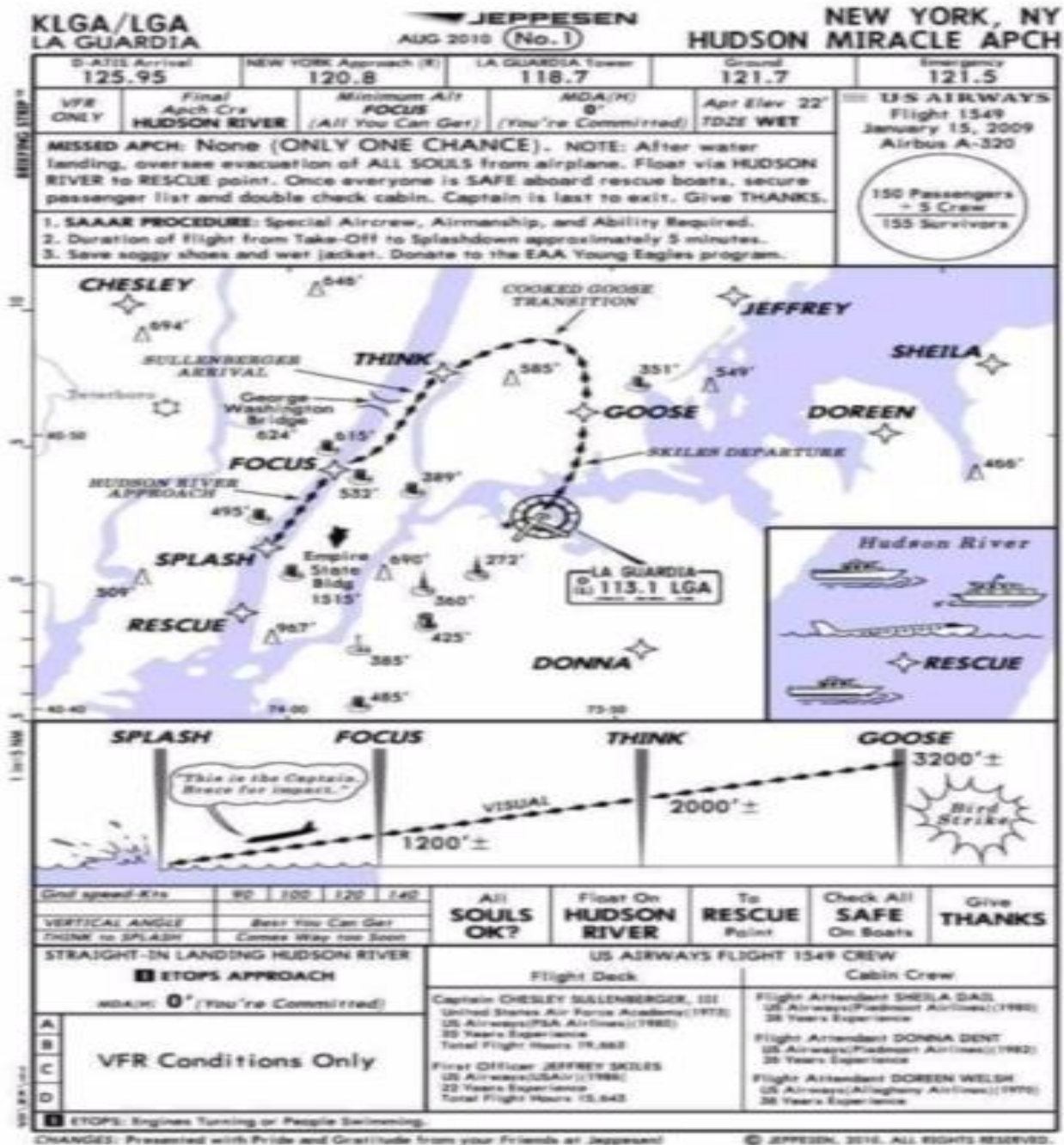


Please Note:

Radio Rumors is always looking for interesting items. Feel free to send in your tips to airportlady@sbcglobal.net. (Ed.)

Who Knew? The Untold Story of Captain Sullenberger & The Miracle on The Hudson .

Apparently Captain Sullenberger was flying a published approach direct to the Hudson River, as demonstrated by the Approach Plate below.



2022 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
April 2, 2022	Vicky Benzing, P-51 Project	6:00 PM @ Jeff & Vicky Benzing Hangar
May 7, 2022	Dan Gudgel, Perlen Project	TBD
June 4, 2022	Beth Stanton, Pilot Mental Health	TBD

2022 Aviation Calendar

January	<p>1 – <i>New Year’s Day</i></p> <p>1 – Happy New Year! <u>NO</u> PMLAA Meeting in January</p> <p>1-2 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</p> <p>17 – <i>Martin Luther King, Jr. Day</i></p>
February	<p>1 – <i>Chinese New Year – Year of the Tiger</i></p> <p>2 – <i>Groundhog Day</i></p> <p>5 – PMLAA Meeting</p> <p>5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</p> <p>13 – <i>Superbowl Sunday</i></p> <p>14 – <i>Valentine’s Day</i></p> <p>21 – <i>President’s Day</i></p>
March	<p>5 – PMLAA Meeting</p> <p>5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</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>
April	<p>2 – PMLAA Meeting</p> <p>2-3 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</p> <p>9 Celebration of Life for Jim “JT” Thomas at Placerville Airport 10-1p RSVP to catboats@gmail.com</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 & southern South America</i></p>
May(<p>4 – <i>Star Wars Day – May the fourth be with you</i></p> <p>5 – <i>Cinco de Mayo</i></p> <p>7 – PMLAA Meeting</p> <p>7-8 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</p> <p>7 <i>Warbirds Wing sand Wheels, Paso Robles Airport (PRB)7a-4p</i></p> <p>8 – <i>Mother’s Day</i></p> <p>14 <i>Travis AFB Wings over Solano Airshow, CA w/ Vicky Benzing</i></p> <p>16 – <i>Eclipse of the Moon- visible from Americas, Europe, Africa</i></p> <p>20-22 <i>Gathering of Luscombs at Columbia Airport (O22)</i></p> <p>20-22 <i>Oregon International Airshow w/ Vicky Benzing</i></p> <p>24 <i>Food Truck Fly-in at San Martin (E16), CA</i></p> <p>30 – <i>Memorial Day</i></p>
June	<p>4 – PMLAA Meeting</p>

	<p>4-5 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 4 Eagle Field Dinner Dance Fly-in, Eagle Field (CL01) Dos Palos, CA 14 – Super Moon - Full Moon nearly at Perigee 18-19 – Columbia Airport (O22) Father’s Day Fly-In , stay tuned... 19 – <i>Father’s Day</i> 21 – <i>Summer Solstice 09:14 UTC – First Day of Summer</i> 25 <i>Sentry Eagle Exercise & Open House, Klamath Falls, OR w/ Vicky Benzing</i></p>
July	<p>2 – NO PMLAA Meeting in July 2-3 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 2-3 GIG Harbor Wings & Wheels Airshow, WA w/Vicky Benzing 4 – <i>Independence Day</i> 4 <i>Tacoma Freedom Fair Airshow WA w/ Vicky Benzing</i> 13 – Super Moon - Full Moon nearly at Perigee 16 Boundry Bay Airshow BC w/Vicky Benzing 25-31 – EAA AirVenture, OSH, Oshkosh, WI w/ Vicky Benzing</p>
August	<p>6 – PMLAA Taxiway Party, Hot August Nights 6-7 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 7 – <i>Friendship Day</i> 20-21 <i>Wings over Camarillo Airshow, CA w/Vicky Benzing</i></p>
September	<p>3 – PMLAA Meeting 3-4 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 5 – <i>Labor Day</i> 10-18 – National Championship Air Races at RTS, Reno, NV w/Vicky Benzing 23 – <i>Autumnal Equinox 01:04 UTC – First Day of Autumn/Fall</i> 23-25 <i>MCAS Miramar Airshow, CA w/Vicky Benzing</i></p>
October	<p>1 – PMLAA Airport Appreciation Day, 11:30-3:00 1 – PMLAA Meeting 1-2 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 11 – <i>Columbus Day</i> 15-16 <i>Edwards AFB Airshow, CA w/Vicky Benzing</i> 25 – Partial Eclipse of the Sun- visible from Europe, NE Africa, Middle East, W Asia 31 - <i>Halloween</i></p>
November	<p>4-6 Nellis AFB Airshow,w/Vicky Benzing 5 – PMLAA Meeting 5-6 – E45 Airport Display Day, 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>
December	<p>3 – PMLAA Holiday Party 3-4 – E45 Airport Display Day, 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>





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Pine Mountain Lake Aviation Association
2022 Fundraising Request



PMLAA Fundraising Directive: PMLAA has restarted monthly gatherings, in addition to Airport Day, Hot August Nights, the Christmas Party, an air race, flour bombing and Spot Carrier Landing events. 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 monetary shortfall. To meet our budget this year, we must raise \$3000. So far, we have met 25% of this goal. 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 low. Thank you for your consideration.

PMLAA Scholarship: In 2005 PMLAA established a Scholarship Fund with \$3,500 for the purpose of promoting interest and ability in Aviation or STEM (Science, Technology, Engineering and Math.) Over the years awards of up to \$500 each have been given to some 25 applicants. It is a wonderful legacy for our aviation community. Currently, the account balance is below \$3,000 and we would like to raise an additional \$2,250.

Fundraising Directive	(\$50-\$100 suggested)	\$ _____
Scholarship Fund	(\$25-\$50 suggested)	\$ _____
TOTAL enclosed		\$ _____

Name: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Please make Checks payable to **PMLAA** and send to P.O. Box 131, Groveland, CA 95321

Thank you for the generous support of our programs.