



Volume 37: Issue10
November 2022
A Publication of the
Pine Mountain Lake
Aviation Association

Pine Mountain Lake Aviation

Next Meeting / Christmas Party *Catered Dinner*

Saturday December 3, 2022
Time: 6:00 pm

Place: Alan and Yuni Gaudenti Deluxe Hangar
Located on the East end of the South Taxiway

!

Presidents Message

By Mike Gustafson

At our November PMLAA meeting, Colonel Jim Wilson did a masterful job taking us through his exploits flying the SR-71. On one mission he flew 12 hours, starting from the East coast, flew over the Middle East, made a very large 180 degree turn, at Mach 2.8, and then returned to his point of departure. He had to refuel 5 times, each time taking on 80,000 pounds of fuel. Did you know that to get the SR-71 past the sound barrier and up to Mach 3.5 takes 30,000 pounds of fuel?

Thanks to Jim Phillips for inviting Col. Wilson, the Gibsons for housing, and to Greg Triplett for providing transportation.

We should be seeing some improvements around the airport in the next few months. The parking lot fence contract has been let and work should start soon. The runway markings are scheduled to be repainted, but it may be delayed due to the recent cold temperatures. There was money set aside to work on the runway light system but it seems to be working ok at the moment so we will leave well enough alone. If you or any of your pilot friends have trouble turning on the runway lights please let me know.

Michael Thoben did some research and found an airport grant for PML worth \$110,000. The grant is part of a “Bipartisan Infrastructure Law” that provides money for all airports in the United States. We shall see how to apply for the grant money over the next few months.

I am pleased to announce that Bob Mackey has agreed to be the Secretary of PMLAA next year. Thank you Bob for stepping forward. Thanks to Nancy Mora, the out-going Secretary, for her efficient work the last two years.

We are still short a couple of folks to step up and help our aviation association next year; we need a VP of Social and a new President. One of the VP Social’s jobs is usually to secure meeting locations. We’ve already taken care of that for next year, so all you have to do is plan and supervise food and drinks at the meetings. I think we can set up a “Social Committee” so several people could each take a smaller part. The old saw about “many hands make for light work” comes to mind. If you or someone you know might make a good President or VP of Social, please contact me. Everyone should take a turn.

Mark your calendars for our best ever Christmas Party, to be held on December 3 at 6:00pm. The party will be in Alan and Yuni Gaudenti’s fabulous hangar. Tickets are \$35 each, and reservations are required. See Krystall Johanson’s official invite for all the details. In addition, please be sure to bring an unwrapped toy (or check) for the Groveland Toys for Tots project.

Lastly, the contract for the County’s Financial Impact of Airports Study has been signed. We hope that the final report will be favorable to PML and will help us persuade the Board of Supervisors to continue to fund our airport.

I hope you all have a wonderful Thanksgiving with your friends and family! See you in December.

Note: Due to the Christmas Party, there will not be a speaker at next month’s meeting. *(Ed.)*





PLEASE JOIN US FOR
PMLAA 2022
HOLIDAY PARTY

DEC | 3 | 2022

ALAN & YUNI GAUDENTI'S HANGAR
21330 BEAVER CT. GROVELAND, CA

SOCIAL HOUR 6:00 PM

DINNER 7:00 PM

MUSIC & DANCING TO FOLLOW
BY LEILANI & THE DISTRACTIONS

MEMBERS ONLY
RSVP REQUIRED BY NOVEMBER 20
DINNER TICKETS MUST BE PURCHASED IN ADVANCE
NO WALK-INS
NY STRIP STEAK MEAL \$35 PER PLATE

IF QUESTIONS, CALL KRYSTALL 209-606-0377

PMLAA Supports Toys for Tots!

Groveland is working with the US Marines Toys for Tots program to provide Christmas toys to needy local children. Toys for Tots collects new unwrapped toys or money donations to provide Christmas gifts for area kids who need our help. Please bring your unwrapped present (or check) to the PMLAA Holiday party on December 3rd. We can make a difference for local children!

If you are not attending the party, please drop off your donations at the Grill, Library, Mar-Val or Mechanics Bank by November 30th.



We have so much (even airplanes!) – we should be generous to others less fortunate. Here are some shopping ideas:

- Girls: board games, craft items, dolls, stuffed animals, grooming supplies, current movie merchandise, anything Disney, horse toys, pierced earrings, coloring books and crayons, art supplies, PlaySkool, make-up, puzzles, current movie DVDs, princess stuff.
- Boys: Legos, sports equipment, sharks, dinosaurs, action figures, current movie DVDs, Star Wars, cars and trucks, anything Disney, hot-wheels, Tonka, building sets, coloring books and crayons, Playdough, Thomas the Train, art supplies, tools, puzzles, fishing gear.

Notes: please no clothes, no gift cards, no watches, no books (FOGL supplies books).

Nothing physically large.

If it requires batteries, be sure to include them.

Thank you for helping to make Christmas fun and exciting for our local children!

A Bit of Aviation History

By Barbara Schultz

Roscoe Turner

Roscoe Turner learned to fly during World War I and logged over 10,000 hours by 1944. He won recognition as a sensational transcontinental speed pilot in 1929, carrying passengers from New York City to Los Angeles in 20 hours, 20 minutes and returning in 18 hours, 30 minutes. In successive years – 1932, 1933, 1934 – he established new continental speed records. Roscoe Turner won the Thomason Trophy Race three times and landed in second place in the Speed Division of the MacRobertson International Air Race, London to Melbourne in 1934. In 1939 he set a world's record for a closed course at 299 mph. He owned and operated the the first large size Sikorsky transport plane. Race sponsors included Gilmore Oil, Heinz, and 20th Century Fox. A majority off his races were won flying the Wedell-Williams Model 44. A complete history of his racing in the Model 44 is available in *Wedell-Williams Air Service*.

Roscoe Turner loved his lion Gilmore, which he took flying until the lion was too large. Gilmore is now in cold storage at Silver Hills. The coat and gloves worn in the image by Roscoe appears to be lion related. Because he had Gilmore stuffed when he died, they must be from another lion!

 Little Buttes
PUBLISHING CO.



SAFETY CORNER

**SAFETY
IS NO
Accident**

ICE

By Joe Sobczak

.It's great for your frozen Margarita, not so much for your airplane. In case you missed it, the winter weather is upon us! That brings with it some spectacular flying opportunities. Our airplanes perform better, the air can be as smooth as glass and the visibility, on a good day, can be unlimited. But the freezing weather also presents some hazards we haven't encountered since early Spring, notably snow and ice.



Forty years ago, as Washington was in the grip of a snowstorm, an Air Florida jet struggling to get out of Washington National Airport slammed into the 14th Street Bridge and plunged into the Potomac River. Seventy-eight people died. The cause of the crash was icing on the wings and engine sensors. Since then, operations in freezing, wet weather have been scrutinized and procedures developed to help avoid another similar accident.



Foundation).

This month's safety briefing takes the form of a quiz that touches on these winter hazards and how you might mitigate the threat in your airplane. While icing is largely the purview of flying in instrument conditions, many of the threats are common to flying VFR as well. Good luck on the Quiz – answers can be found at the end of the newsletter. (Quiz courtesy of the AOPA Air Safety

SAFETY QUIZ: ICE FLIGHT

Question 1: During your preflight you notice a thin powdery layer of snow covering your wings, horizontal stabilizer, and windshield. Other than the windshield, there's no reason to remove the rest of the snow from the airplane.

- TRUE
- FALSE

Question 2: As you make your way to the runway, you notice you require extra power to taxi through wet snow and slush on the taxiway. What should you consider doing differently after takeoff?

- Delay retracting the landing gear
- Add carb heat as soon as possible
- Retract the flaps as slowly as possible

Question 3: Shortly after takeoff you enter an area of rain showers. A few moments later the rain showers turn into ice pellets. Based on the formation of ice pellets, what danger might be lurking nearby?

- You're flying beneath a developing cumulus cloud
- There's freezing rain at higher altitudes
- Highly unstable air will be producing airframe shattering turbulence at higher altitudes

Question 4: You clear the area of freezing rain and continue on your journey. However, you're still in IMC and notice the outside air temperature slowly trending toward freezing. Nonetheless, as long as the temperatures remain above freezing you'll be safe from structural icing.

- TRUE
- FALSE

Question 5: During the flight you start picking up ice along the leading edge of the wings. It has a rough, milky white appearance, and generally follows the contours of the surface. What kind of icing is this?

- Rime ice
- Clear ice
- Frost

Question 6: As you near your top of descent, you suspect there may be icing in the clouds below. Unfortunately, ATC have no recent pilot reports available to validate your concerns. How could you plan your descent so as to minimize your exposure to the potential icing conditions below?

- No special considerations need to be made; plan for a normal descent
- Descend at best forward speed
- Descend at best vertical speed
- Descend with flaps and gear in the landing configuration

Question 7: ATC clears you to descend at “pilot’s discretion,” affording you the flexibility to descend as you see fit. Assume you’re flying a carbureted Cessna 182 with a constant-speed prop. Which of the following are good anti-ice measures that can help protect your airplane from icing?

- Window heat/defrost ON
- Set the prop to max RPM
- Pitot heat ON
- Carb heat ON
- All of the above

Question 8: You set up for the descent by maintaining a constant vertical speed. Your airspeed remains stable during the descent. However, moments later it rapidly begins to decrease and trend toward stall speed. What is the likely cause of this unnerving airspeed reading?

- Clear ice is accumulating on the airplane
- Both the pitot tube and drain hole are blocked
- The wind has shifted to a headwind

Question 9: After breaking out of the clouds, your airspeed indicator resumes normal operation. However, closer examination of the leading edge of the wing reveals a layer of ice about ½ inch thick. How much of a reduction in lift can be expected by this amount of ice accumulation?

- 10%
- 30%
- 50%

Question 10: With ice on your aircraft, maneuvering becomes extremely precarious. There are two runways available at your destination, but the longest one is currently reserved for departing traffic only. Which of the following courses of action will be safest?

- Accept the challenge and land on the shorter runway
- Declare an emergency and land on the longer runway
- Request to enter a holding pattern and wait until ATC can accommodate your request to land on the longer runway

Answers can be found at the end of this newsletter





EAA Flight Deck

By Ed Gregory

2023 Board: Nominations for the Northern Yosemite EAA Chapter 1337 Board yielded the following candidates: Armin Abusaidi (Prez), Rob Compton (VP), Allen Craig (\$\$), Mike Gustafson (Sec'y), Ed Sunday (YE Flight Lead), Wayne Handley (Dir), and Leon Liebster (Dir).

New member: Nathan Ahrens joined the chapter – welcome!

Young Eagles: We broke our past record and flew 140 Young Eagles this year at Columbia Airport (O22) and PML Airport (E45). We have fully transitioned to EAA's new online registration. It was bumpy but with Ed Sunday's leadership we prevailed. This year we enjoyed great participation from O22 pilots and volunteers from TCAA (Tuolumne County Aeronautical Association). Young Eagles in 2023 are tentatively planned at O22 for April 23rd and E45 at on October 14th.

KOLB Firestar build project: Renewed energy and interest in resuming the KOLB Firestar project was initiated by Phil Boortz and supported by other chapter members.

TCAAC: Tuolumne County Airport Advisory Committee is being revived by the County "to study problems of general and specific interests and make recommendations to the Board, and allow for increased public participation on issues affecting Tuolumne County Airports operation and use." Rob Compton and I have applied as representatives for Groveland.

Plans for 2023: We discussed doing at least one fly-out, poker run, trip to NorCal, or aviation museum visit. Stay tuned.

This was our final EAA meeting for 2022. I've enjoyed my 6 years as EAA President and look forward to helping advance our chapter in the years ahead. Wishing you a Happy Thanksgiving and Happy Holidays. I hope to see you at the December PMLAA meeting.





Pine Mountain Lake Aviation Association

Membership Application, Renewal and Update



() New Member Date: _____
 () Renewal – no changes
 () Renewal – with changes

| | Order Badge | Publish on Member List |
|-------------------------------------|--|--|
| Name 1: _____ | <input type="checkbox"/> Yes \$10 ea. <input checked="" type="checkbox"/> Yes | |
| Name 2: _____ | <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 | |
| 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: _____ | | |
| 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 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.

| | |
|---------------------------------|----------|
| Annual dues \$25.00 per year | \$ _____ |
| Badges @ \$10.00 each | \$ _____ |
| Donation (\$25-\$100 suggested) | \$ _____ |
| Scholarship Fund Donation | \$ _____ |
| TOTAL enclosed | \$ _____ |



2022 Meeting Calendar

| <u>Date</u> | <u>Program</u> | <u>Time & Location</u> |
|-------------|-----------------|----------------------------------|
| Dec 3, 2022 | Christmas Party | 6 pm Alan & Yuni Gaudenti Hangar |

2022 Aviation Calendar

| | |
|-----------------|---|
| January | 1 – <i>New Year's Day</i> 1 – Happy New Year! <u>NO</u> PMLAA Meeting in January 1-2 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 17 – <i>Martin Luther King, Jr. Day</i> |
| February | 1 – <i>Chinese New Year – Year of the Tiger</i> 2 – <i>Groundhog Day</i> 5 – PMLAA Meeting 5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 13 – <i>Superbowl Sunday</i> 14 – <i>Valentine's Day</i> 21 – <i>President's Day</i> |
| March | 5 – PMLAA Meeting 5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 |

| | |
|------------------|---|
| | <p>13 – Daylight Savings Time Begins (Clock springs forward) 17 – St. Patrick's Day 20 – Vernal Equinox 15:33 UTC – First Day of Spring</p> |
| April | <p>2 – PMLAA Meeting 2-3 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 9 Celebration of Life for Jim "JT" Thomas at Placerville Airport 10-1p RSVP to catboats@gmail.com 17 – Easter Sunday 22 – Earth Day, 31 – Partial Eclipse of the Sun- visible from southeast Pacific & southern South America</p> |
| May | <p>4 – Star Wars Day – <i>May the fourth be with you</i> 5 – Cinco de Mayo 7 – PMLAA Meeting 7-8 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 7 Warbirds Wing sand Wheels, Paso Robles Airport (PRB) 7a-4p 8 – Mother's Day 14 Travis AFB Wings over Solano Airshow, CA w/ Vicky Benzing 16 – Eclipse of the Moon- visible from Americas, Europe, Africa 20-22 Gathering of Luscombs at Columbia Airport (O22) 20-22 Oregon International Airshow w/ Vicky Benzing 24 Food Truck Fly-in at San Martin (E16), CA 30 – Memorial Day</p> |
| June | <p>4 – PMLAA Meeting 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 – Father's Day 21 – Summer Solstice 09:14 UTC – First Day of Summer 25 Sentry Eagle Exercise & Open House, Klamath Falls, OR w/ Vicky Benzing</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 – Independence Day 4 Tacoma Freedom Fair Airshow WA w/ Vicky Benzing 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 – Friendship Day 20-21 Wings over Camarillo Airshow, CA w/Vicky Benzing</p> |
| September | <p>3-4 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 5 – Labor Day 10– PMLAA Meeting, Dr Dean Winslow, From Bagram to Baghdad and Back Again 10-18 – National Championship Air Races at RTS, Reno, NV w/Vicky Benzing 23 – Autumnal Equinox 01:04 UTC – First Day of Autumn/Fall</p> |

| | |
|-----------------|--|
| | 23-25 MCAS Miramar Airshow, CA w/Vicky Benzing |
| October | 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 <i>11 – Columbus Day</i> <i>15-16 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> |
| November | 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 <i>6 – Daylight Savings Time Ends (Clocks fall back)</i> 8 – Total Eclipse of the Moon- visible from Asia, Australia, Pacific, Americas <i>11 – Veterans Day</i> 24 – <i>Thanksgiving Day</i> |
| December | 3 – PMLAA Holiday Party 3-4 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 <i>7 – 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> |

| BOARD OF OFFICERS & COMMITTEE CHAIRS – 2022 | | | |
|---|---------------------|--|--------------|
| OFFICERS | | COMMITTEE CHAIRS | |
| President , Mike Gustafson | 209-962-6336 | Property , Ed Peters | 962-6267 |
| VP, Airport Affairs , Rob Compton | 962-6503 | Multimedia , Phil Hickerson | 962-6714 |
| VP, Social Affairs , Krystal Johanson | 209-606-0377 | Membrshp/Rostr , Nancy Mora | 209-777-5558 |
| Secretary , Nancy Mora | 209-777-5558 | Airports Manager , Benedict Stuth | 533-5685 |
| Treasurer , Patricia Gibson | treasurer@pmlaa.org | Display Day Coordinator , Rob Compton | 962-6503 |
| Email: president@pmlaa.org or board@pmlaa.org | | Safety , Mike Gustafson & Joe Sobczak | |
| Phone prefix is 209 unless otherwise indicated | | Newsletter , Dianne Cole | 962-6397 |
| | | Webmaster , Jeremy Zawodny | 408-685-5936 |

Answers to the PMLAA November Newsletter Safety Quiz

(Courtesy of the AOPA Air Safety Foundation)

Question #1 – Answer “False”

Explanation: Regardless of how powdery or light the snow may be, it must always be removed. According to [FAR 91.527](#), any propeller, windshield, stabilizing or control surface, powerplant installation, pitot-static system, and wing must be clear of contamination before takeoff. Snow not only masks frost and ice—it too can melt and refreeze, which can cause a serious degradation in aircraft performance and stability.

Question #2 – Answer A

Explanation: After taxiing through wet snow or slush, it is advisable to avoid retracting the landing gear immediately after departure. Keeping the gear down (or, alternatively, cycling the gear up and down several times) during the climb allows the airflow to fling off snow or slush. Otherwise, this contamination can freeze critical parts of the gear assembly (such as brakes, micro switches, gear down locks, etc.), which could create some nasty surprises on landing.

Question #3 – Answer B

Explanation: The presence of ice pellets is indicative of freezing rain at higher altitudes. Freezing rain occurs in temperature inversions where precipitation falls from a warm air mass into freezing temperatures below. These rain droplets become super-cooled and can freeze on contact with aircraft and other exposed surfaces. Freezing rain can overwhelm the de-icing/anti-icing capability of many aircraft, which is why it is so hazardous.

Question #4 – Answer “False”

Explanation: Due to aerodynamic cooling, structural icing can occur at temperatures well above freezing. When air accelerates it has a tendency to cool, which is why wings and stabilizers are particularly vulnerable to ice formation. Although every aircraft is different, consider for a moment that many transport-category aircraft are required to use some form of anti-ice equipment at temperatures as high as +10 Celsius when operated in visible moisture.

Question #5 – Answer A

Explanation: Rime ice has a rough, milky white appearance, and generally follows the contours of the surface. Much of it can be removed by de-ice systems or prevented by anti-ice.

Question #6 – Answer C

Explanation: You should plan to descend at best vertical speed through any clouds that you suspect may contain icing. By descending as steeply as possible, you can help minimize the time spent in the clouds. Although this may not always be practical due to traffic and terrain, notifying ATC of your limited anti-icing/de-icing capabilities before descent can help them accommodate any unusual requests.

Question #7 – Answer E

Explanation: All of the above options are correct. Many airplanes not built to fly into icing conditions are still equipped with various forms of anti-ice protection. Window heat/defrost help pilots see out of the front windshield that may be covered with ice. Setting the prop to max RPM helps prevent ice from forming on the blades. Pitot heat protects the airspeed indicator. And carb heat helps prevent ice from forming in the induction system.

Question #8 – Answer B

Explanation: When both the pitot tube and drain hole are blocked the air inside the system becomes encapsulated, causing the airspeed indicator to behave like an altimeter. Even if you already have pitot heat selected ON, ice accumulation has been known to overwhelm its designed heating capability.

Question #9 – Answer C

Explanation: A layer of ice about ½ inch thick on the leading edge can reduce lift by as much as 50%. The airplane’s flying characteristics will become noticeably sluggish and unstable. Holding altitude may be impossible, even at full power. Additionally, maneuvering for the runway will require no small amount of finesse—any abrupt control input can easily lead to an unrecoverable stall with little or no warning. For landing, it is recommended to avoid making any unnecessary configuration changes and to maintain an airspeed significantly higher than normal.

Question #10 – Answer B

Explanation: Maneuvering at low altitude with ice on an airplane is extremely precarious. Declaring an emergency and getting the flexibility you need to land safely is always a sound option. Any landing with ice on an airplane should typically be made at higher airspeeds and without the added drag and destabilizing effects of flaps. In this case, landing on the longest runway available is the most sensible choice.

