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## *Pine Mountain Lake Aviation Next Meeting /Pot Luck Dinner*

*Saturday March 4, 2023*

*Speaker: Leo Mora*

*Time: 6:00 pm*

*Place: Steve & Jodi Nash Hangar  
Located on the Northeast Taxiway*

!

### **Presidents Message**

**By Mike Gustafson**

Our first meeting of 2023 was a great success! About 80 brave members attended in spite of the threat of a down-pour, which turned out to be a real downpour! Our wet winter continues with another 1.5" of rain, but Joe Sobczak's hangar did not leak so we were good. Gabe Coelho and his helpers did a wonderful job with set-up Valentine's decorations. Five patio heaters kept the room very toasty. A big thank you to Joe Sobczek for the use of his hangar. We had a very tasty pot-luck dinner with way too much food, thank you to all who brought so many nice dishes.

Our guest speaker was Jared Yoshiki, AOPA's Western Pacific Regional Manager, A commercial, instrument and multi-engine rated pilot who spoke to the group about the state of General Aviation, AOPA Advocacy, including an update on the 100UL unleaded fuel roll-out. At the end Jared focused on how to keep small airports like ours open and vibrant. He took lots of questions on this last topic and had a long line of folks wanting to speak with him at the end of the event.

Jared's discussion on 100UL, a very important topic for us airplane owners, revealed that we can now purchase the 100UL STC from GAMI for about \$100. California will be the first state to benefit from the new avgas roll-out. Most likely Reid-Hillview airport will be the first airport in California to have this new avgas. A more general roll-out for other states will take a couple of years.

Our next PMLAA meeting will be March 4<sup>th</sup> at the Steve and Jody Nash's hangar. This will be a pot-luck dinner and our guest speaker will be our own Leo Mora. His topic is sure to be of interest.

- On a flight from Singapore to Tokyo, an Airbus 330 lost autothrust and autopilot at 39,000'. It landed safely.
- Nine months later, Air France 447 encountered the same conditions and crashed killing 228 passengers and crew.
- What did Leo do differently from the French pilots?

Leo Mora is a civilian pilot, a retired Air Force pilot and a retired Airbus 330 Captain for Northwest and Delta Airlines. Learn how crew reactions can save an aircraft, and how the Air France accident changed how stall recognition/recovery actions are handled in the airline industry.

Please make a note of our March 4<sup>th</sup> meeting date and join us for what sounds like a really interesting topic.

Airplane owners will remember that part of their airplane paperwork that must be carried on board is the Aircraft Registration document. Back in the day, the registration was good forever but about 10 years ago the FAA went to a three years registration renewal requirement. The problem is with over 200,000 registered G.A. aircraft, the FAA could not keep up with all the renewals and fell six months behind!

In January 2023 the FAA extended the registration period to seven years. So, in the next few months, you can expect to receive a new registration document extending your current period by seven years. If you need to renew in the next few months please do so, but keep in mind that the FAA is still running about six months behind. The good news is that the new rule also extends the grace period to 12 months. Just remember, if you forget to renew your registration your plane is grounded until the FAA gets around to sending you the new registration card!



## Message From Vice President-Social

By Gabe Coelho

Hello PMLAA members. February's meeting was well attended, plenty of good home cooking was available, the speaker was interesting and despite the cold weather we managed to keep Joe's hangar well heated. Thanks to Tuolumne Trails for the use of the heaters and a big thanks to Joe Sobczak for the use of his hangar.

The March 4<sup>th</sup> meeting will be held at Steve & Jodi Nash's hangar located N/E taxiway, 27 end of runway. The theme is Saint Patrick's Day so wear green or get pinched. This is a Pot Luck, Irish dishes suggested. Some suggestions are Corned Beef & cabbage, Irish stew, Shepherd's Pie or anything with potatoes. Feel free to contact me with any questions. See all of you then.





PMLAA Meeting

Potluck Dinner  
March 4<sup>th</sup>, 2023

At 6:00 pm.

Location:

Nash Hangar on  
Northeast Taxi -  
way

Speakerr: Leo Mora

“Why Airplanes Crash- or Not”

## Safety Corner

**SAFETY  
IS NO  
Accident**

**By: Joe Sobczak**

### **How to Preflight Your Airplane**

Sounds pretty simple, right? You've done it hundreds of times. And yet there are still accidents and incidents that suggest maybe it's not so simple. Running out of fuel, trying to taxi with the wheels chocked or tiedown still attached, taking off with gust locks installed, starting the engine or (yikes!) taking off with a towbar attached. I have even heard actual stories (well, as ACTUAL as a pilot story can be) about gliders declared ready to fly with the wings missing!

In this article I want to pass along one simple tip to help you prevent the above indiscretions and possibly many more.

When I go to fly my F-16 Fighting Falcon (OK, when I used to go...) or Boeing 777 (yeah I still do that), I have the luxury of a professional ground crew to help me get going. The Crew Chief (F-16) or mechanics and ramp workers (777) are there to get the plane ready. They make sure safety pins are removed, the aircraft is fueled, and basic servicing such as adding oil or airing up the tires is done.

But just like when I fly my Cherokee or you fly your 150, 172, Bonanza, or Extra, we are required, as PIC, to complete a preflight walkaround inspection and verify that the machine is airworthy. Most of us were simply taught to use the checklist provided by the aircraft manufacturer when doing a walkaround. But, given the plethora of safety incidents that are traced back to an inadequate preflight inspection, maybe there is a better way.

My suggestion is to complete your preflight walkaround in two separate phases: One, prepare the aircraft for flight and, two, inspect the aircraft for any discrepancies.

In Phase One, you are the "maintenance crew", "crew chief", fueller, or ramper and will be doing all the "heavy lifting". Pull the chocks, remove the tiedowns, open the hangar door, tow the plane to where you will start the engine(s), add fuel, oil, and air as needed. Service your consumables (oil, air, oxygen, fuel) as needed. Unless you just landed and are not adding fuel, always drain a sample and check for water or contaminants. Clean the windows, set up the cabin or cockpit for your passengers or secure the unused harness for solo. Fill up the smoke tank (just for fun!). Connect your headset and put your iPad, charts, E6B, flashlight and anything else you need in a convenient spot in the cockpit. Leave your POH and checklist in the plane – you don't need it for this phase of the Walkaround and it will probably be a distraction and get in your way (if there are any complex or unfamiliar tasks involved with getting your plane ready, then, of course, use of the checklist or POH would be advised).

While it's good to have an efficient routine or sequence for Phase One, no set order is needed to accomplish these tasks. Your particular airplane or situation – such as hangered vs. tied down -- will ultimately help determine the order in which these tasks will be performed.

If you didn't miss anything in Phase One, your plane is probably ready to fly, but... you are not finished! Now it's time for Phase Two, the Inspection! In this phase, all you need to do is LOOK!

Review the aircraft logs or maintenance records as appropriate. As Pilot in Command, you are required to insure that the plane is airworthy: Annual inspection current and required documents on board. Be sure to know what those documents are – I will be checking your knowledge on your next Flight Review! (Better me than an FAA ramp check!) This is a good time to make sure you have the required pilot documents with you as well (yep, more fodder for the Flight Review!)

Without the need to untie, disconnect, connect, uncover, wipe, unscrew, undo or redo, you should have fewer distractions as you complete the walkaround, and compared to Phase One, it should go pretty quickly. Look at the items called out in your POH: tires, oil and fuel levels (if not done in Phase One), strut extension, lights, stall warning tab, flight control surfaces, general condition and security of things like antennas. Keep an eye on the ground as you walk around. If you happen to be flying a 777 it can be hard to spot a hydraulic leak on the wing 20 feet above you, but you WILL be able to see a puddle on the ground if it's been leaking any fluids. Same concept applies to your slightly smaller (and more affordable) flying machine.

Should you be delayed or distracted during or after Phase Two, rinse and repeat as necessary. You might have set your handheld on the stab when you ran in for that last nervous head call.

One final thought... set yourself up for success! Never walk away from the plane with a towbar attached, and never use the back seat seatbelt (if you fly solo from the front) to lock the flight controls. Be sure any cowl plugs and pitot covers have flags that are visible from the cockpit. You get the idea.

Consider this technique next time you go flying. It may just avert an embarrassing moment, expensive incident, or worse. Fly Safe!

***Remember, Gravity is always out there!***



## EAA Flight Deck

**By Armin Abusaidi**

Greetings from the EAA Chapter 1337,

It was a pleasure to see everyone at our meeting last Saturday Feb 4th. We had a fantastic turnout, and I want to thank everyone for their support and their help and generosity throughout the past years to make all of our events possible. Introducing the next generation to aviation is our main mission, plus we have lots of fun filled events planned and are looking forward to another great year.

We are in the process of organizing several exciting events coming up, including Young Eagles on April 22 at Columbia Airport, and at PML Airport on October 14. Rob Compton is beginning preparations for Airport Day on Saturday, October 7, and we hope to have a great attendance this year as well.

Also be on the lookout for updates regarding a Fly-Out and Poker Run etc. at PML Airport soon.

Unfortunately, the Columbia Airport Father's Day Fly-In will not take place this year. However, TCAA has expressed interest in having a one-day event at Columbia Airport and will be holding a meeting on Wednesday February 8. Ed Sunday, Janet and Ed Gregory will be attending to discuss this possibility.

Additionally, we are pleased to announce the KOLB Starfire Project is underway, and we have many talented people with homebuilt aircraft experience and A&P mechanics already on board. If anyone is interested in being a part of the project, we would love to have volunteers at any level, including an adviser, financial support, or future club member. If you would like to volunteer, please contact Phil Boortz, who has taken over the lead on this project. Wayne is unofficially selected as the test pilot (just kidding Wayne). Who else wants to see this project fly!? Let's make JT's vision come true.

Thank you again for your involvement and support and we hope to see everyone at our Next meeting: March 4th, 4:00 at the Gregory Hangar. Stop by to show your support for the next generation of aviators. (Big Thanks to Ed and Janet for continuing to let us use your hanger for our monthly meeting, I will prepare the "Hard Deck" for hosting the monthly meeting when the weather is suitable).



**Cloyd and Audrey Artman**

**Who is Next?**





## 2023 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
March 4, 2023	Leo Mora - Why planes Crash	6 pm Steve & Jodi Nash Hangar
April 1, 2023	Ken Orloff - Accident Investigation	6 pm Tristan Duplan Hangar
May 6, 2023	Exotic Cars – Peebles, Alan G. Paul P.	6 pm Benzing Hangar
June 3, 2023	Ellison	6 pm Barber Hangar
July 2023	No Meeting this month	No Meeting
August 5, 2023	Hot August Nights – Catered Dinner	6 pm Joe Sobczak Hangar
Sept 2, 2023	TBD	6 pm Johanson Hangar
October 7, 2023	Airport Day – Catered Dinner	6 pm Meermans Hangar
November 4, 2023	Joe Sobczak – Test Pilot	6 pm Johanson Hangar
December 2, 2023	Christmas Party – Catered Dinner	6 pm Camp Tuolumne Trails

## 2023 Aviation Calendar

<b>January</b>	<p>16 – Martin Luther King, Jr. Day</p> <p>22 – Chinese New Year – Year of the Rabbit</p> <p>27 – National Chocolate Cake Day (sweet!)</p>
<b>February</b>	<p>Black History Month</p> <p>2 – Groundhog Day</p> <p><b>4 – PMLAA Meeting</b></p> <p><b>4-5 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>12 – Superbowl Sunday</p> <p>14 – Valentine’s Day</p> <p>20 – President’s Day</p>
<b>March</b>	<p><b>4 – PMLAA Meeting</b></p> <p><b>4-5 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>11 – Vicky Benzing @ NAF El Centro Festival of Flight</p> <p>12 – Daylight Savings Time Begins (Clock springs forward)</p> <p>14 – Pi Day (3.14...)</p> <p>17 – St. Patrick’s Day</p> <p>18-19 – Vicky Benzing @ Point Mugu Airshow, Oxnard</p> <p>20 – Vernal Equinox 14:24 – First Day of Spring</p> <p>25-26 – Vicky Benzing @ Thunder &amp; Lightening over Arizona, Tucson</p>

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