



Volume 39: Issue 2
February 2024

A Publication of the Pine
Mountain Lake Aviation
Association, Inc.

Pine Mountain Lake Aviation Association

Next Meeting: Potluck Dinner

Saturday March 2, 2024

Time: 6:00 pm

Steve and Jodi Nash Hangar

Northeast Taxiway

Speaker: CalFire

President's Message

By Bob Mackey

As I write this, there is an aircraft upside down on the Pine Mountain Lake Airport runway. Fortunately there were no significant injuries, but probably a total loss of the airplane.

What happened? I'm reporting hearsay here, so what I write might not be precisely accurate. A pilot who was less than familiar with the area (1) took off from E45 at dusk to go to Tracy (KTCY). They found Tracy fogged in (2) and returned to Pine Mountain. Arriving well after dark (3), they flew over the airport to enter the pattern, and then became disoriented on downwind over the canyon. They continued the approach, but may have found themselves too high or too close on final (4). A rapid descent (5) left them near the runway, but too fast. They chose to continue the landing (6). Details are fuzzy here, but the nose wheel contacted the ground hard and was damaged. The aircraft slid on its nose before digging in and flipping over onto its back. The airframe absorbed the crash energy and adequately protected the pilot and passenger. The Fire Department and many residents turned out to check for injuries, move the airplane away from the runway, and clean up the debris.

What are those numbers in parentheses for? They are links in the accident chain. At each of those points, there was an opportunity to change the situation to avoid an accident.

The airport environment and especially the canyon to the north is very dark. There is no clearly defined horizon to the north and east on a dark night. If you find yourself needing to land at E45 after dark, do yourself a favor and line up a long, stable final approach with the VASI on runway 9 and runway lights in front of you (preferred) or PAPI on runway 27 with the illuminated runway lights in front of you. Five clicks on 122.9 will turn on the lighting. Establish the speed and the glideslope early and stay on it. If you are too close, too fast, or it just doesn't look right, go around, and make a better approach the second time. Consider using one of the instrument

approaches to provide another source of guidance and ground clearance. If you have friends thinking of flying in for the first time, please advise them to arrive during the day.

In other news, silverware was a success at the February general meeting and dinner. Not a single plastic fork or knife was broken, and the cleanup was less than one load in our dishwasher. Let's continue to enjoy fine dining with real utensils.

The March 2 general meeting will be at Steve Nash and Jodi Blum's hangar on the north taxiway.

Our guests will be from Calfire. Some of my friends have suggested corned beef, cabbage, and soda breads as it will be near St Patrick's Day.



Message From Vice President-Social

By Gabe Coelho

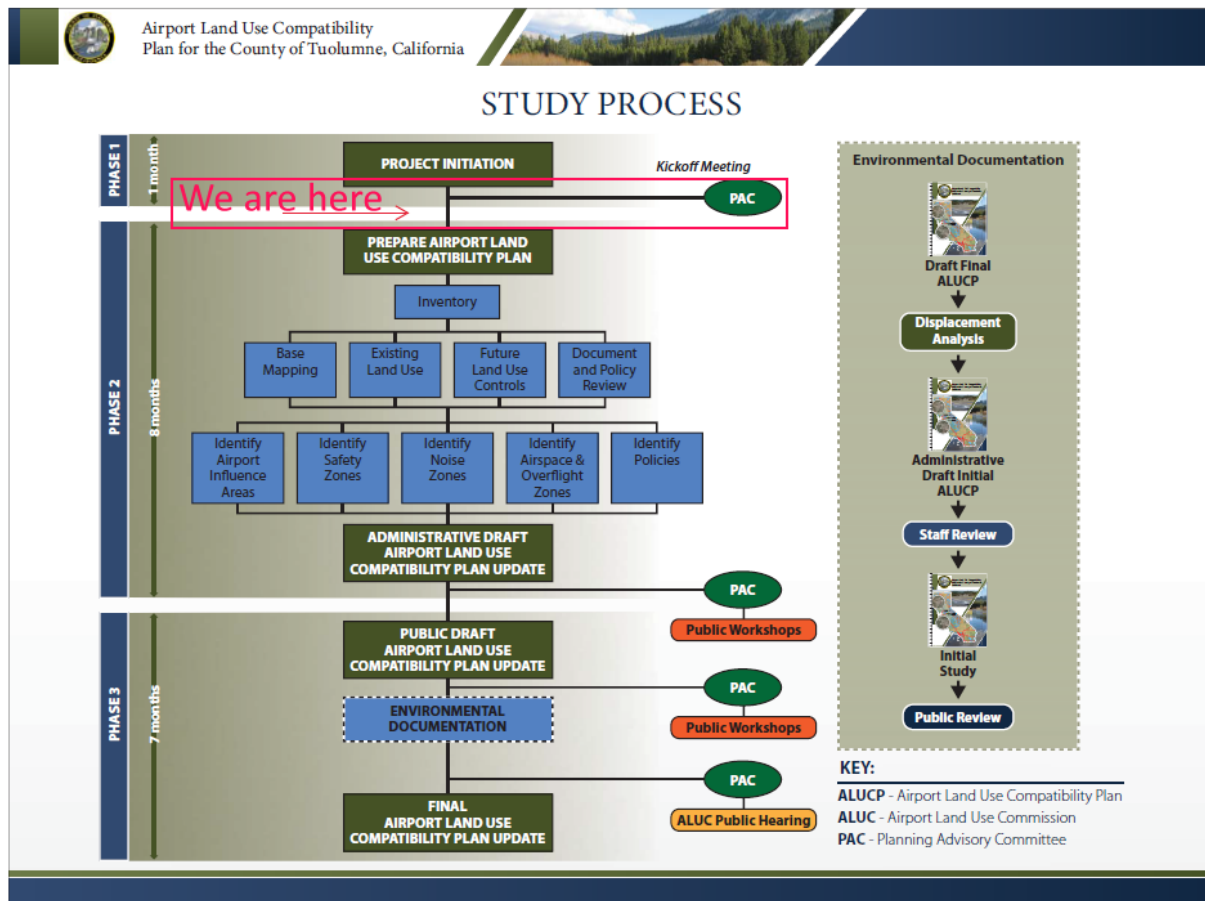
Hello PMLAA members. We had a nice turnout at our February meeting despite the cold weather. Thanks goes out to Tristan Duplan for the use of his heated hangar. Our March 2nd meeting will be held at Steve & Jodi Nash's hangar located on the N/E taxiway, 27 end of runway. Dinner is a potluck. The theme is St. Patrick's Day, wear something green and if there are any Irish chefs out there here is your time to shine. Cal Fire will be joining us that evening so start thinking of some good questions for them.



Airport Land Use Compatibility Plan

Notes by Janet Gregory with Bob Mackey & Dianne Cole

At the Groveland Resiliency Center on January 30th was an update on the Airport Land Use Compatibility Plan. Nine densely informative posters were displayed with support from four knowledgeable representatives to answer questions in a walk around format. This event was designed to be an open house which (in my opinion) expected only three to ten people to attend ... not 40+. They went through [each of the nine posters](#) and generously answered questions. The reverberating acoustics of the Resilience Center made it difficult for anyone to hear any of the multiple storyboard presentations with several talking at the same time. We took “community action” to revise the format so that Corey Lewis of [Coffman Associates](#), and Quincy Yaley, Director of [Tuolumne County Community Development Department](#), could present from the front so that all could hear. A lively question and answer session followed.



Outline of the Airport Land Use Compatibility Plan process.

This and all of the other posters from the 1/30/2024 meeting are posted on the secret project website. <https://tuolumnecounty.airportstudy.net/public-involvement/>

This was a kickoff event for updates to the County's **Airport Land Use Compatibility Plan**, not to be confused with the airport **feasibility** study (including economic assessment) that is also underway.

The study process started a few months ago and will take approximately 16 months (March 2025 completion?). There will be four opportunities for public review, this was the first. The draft plan and next public review is expected in August or September 2024 more or less. The study is funded by the Board of Supervisors. The outcome is to update the existing County Handbook, which is supposed to be updated every three years but was last updated in 2011 (13 years ago). The [Airport Land Use Compatibility Plan](#) was last updated in 2003 (21 years ago). The second poster contained the most insight into what the study is and isn't.

The Airport Land Use Compatibility Plan **can be used** to:

- Protect the public from airport noise
- Ensure land use development is not concentrated in areas of high aircraft accident risk
- Ensure no structures or activities adversely affect navigable airspace

The Airport Land Use Compatibility Plan **cannot be used** to:

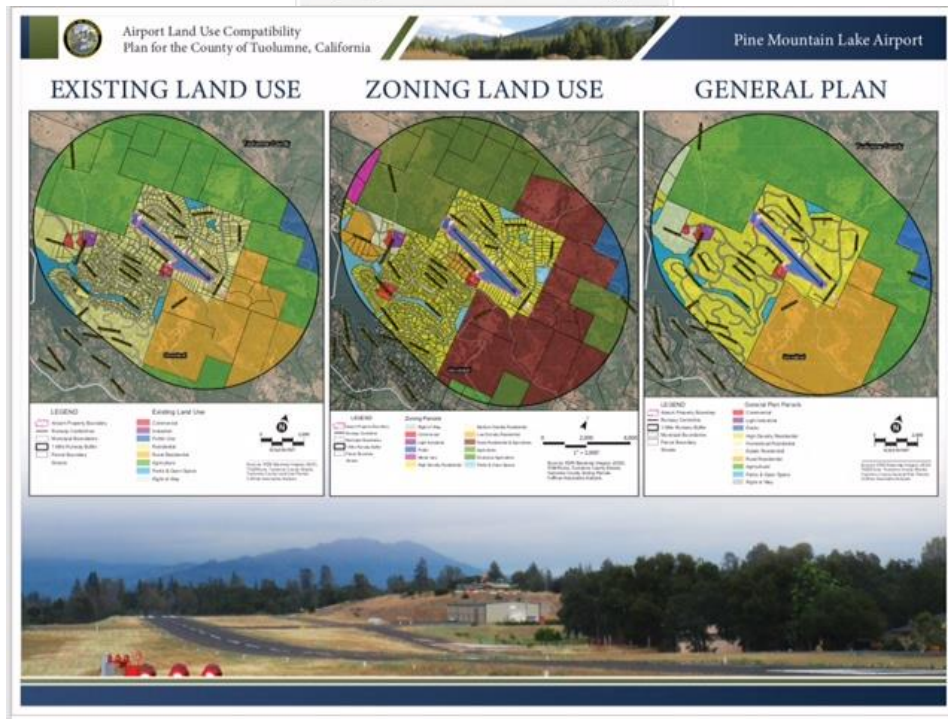
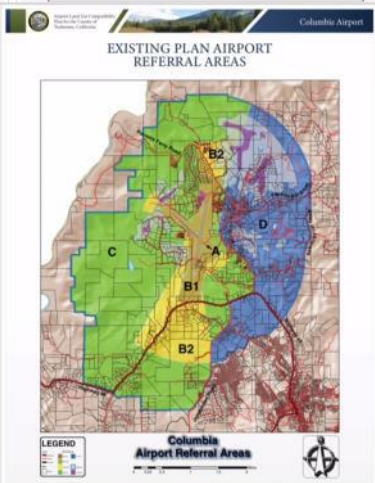
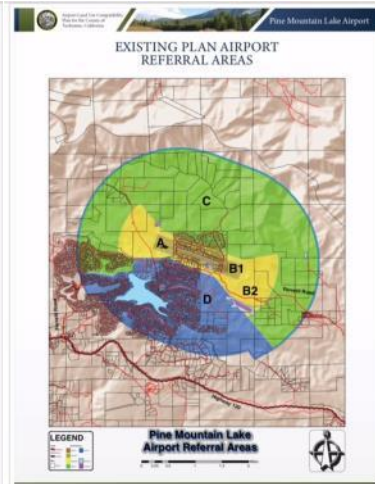
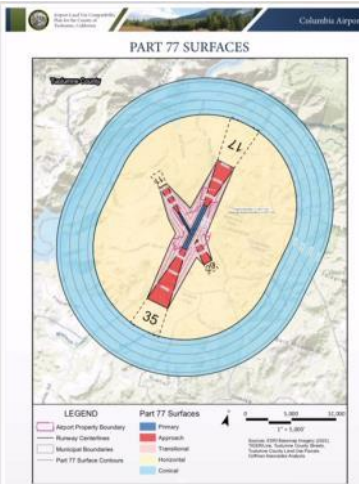
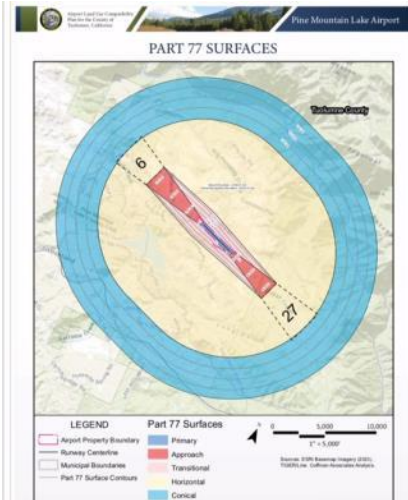
- Control aircraft operations
- Specify land uses on parcels near an airport
- Remove existing incompatible land uses
- Authorize the airport to expand

There was a generic poster specific to airspace height of structures and one specific to O22 planning inputs (with 20-year projections). Five posters were specific to E45 land use, referral areas, Federal Part 77 airspace surfaces, noise contours, and compatibility zones. I expect that the Sonora "open house" will reverse the information on display, centering more on O22 land use and airspace.

According to the posters, E45's 20-year use projection (2023-2043) showed a 34% increase from 15,000 annual operations (take-offs and landings) to 20,084. O22's 20-year use projection (2015-2035) showed a 36% increase from 45,657 annual operations to 62,300.

This plan is required for all California **public use** airports, irrespective of ownership. Noise assessment is NOT done with microphones but a software program that takes into account land contours, type of aircraft operations, time of day, and other key variables to predict the noise footprint over the next twenty years. The noise assessment guides what types of development are appropriate in airport noise areas.

To understand how this Airport Land Use Compatibility Plan is used, it is instructive to know the steps taken to approve any new development. When someone wants to build something, they are expected to present their plans to the County and apply for a construction permit. The planning office looks up the location of the development. If that location is within the oval-shaped Airport Land Use area, then they look in their handbook to determine what restrictions are applied. That handbook tells them what height, or usage restrictions might apply. All plans within the area go to the Airport Land Use Committee. The committee can advise approval, modification, or rejection to the county planners. What the present process does is update the



Meeting Reminder



**Pot Luck Dinner
Saturday March 2, 2024
6:00 pm Social Hour, 7:00 pm Dinner
Steve & Jodi Nash Hangar
North East Taxiway
Speaker: CalFire**



EAA Flight Deck

By Rob Compton

Welcome everyone from EAA Chapter 1337

We had our first meeting this year on Saturday February 3rd at the Gregory hangar. We had a good turnout and introduced our new Board of Directors for 2024, thank you all for volunteering.

President -	Rob Compton
Vice President -	Greg Triplett
Treasure -	Allen Craig
Secretary -	Mike Gustafson
Director -	Leon Liebster
Director -	Nathan Ahrens

Our chapter supports a number of formal events and this year they are as follows...

- Young Eagles at Columbia Airport on April 20th
- Fathers Day Fly In at Columbia Airport on June 15th
- Community Airport Day at Pine Mountain Lake Airport on October 5th
- Young Eagles at Pine Mountain Lake Airport on October 14th

Also, this year we will be coordinating a number of fly-outs to nearby airports for meals and other activities and the greater PMLAA aviation community will be welcome. We plan to publish an event schedule in the near future and hope to see our friends and neighbors.

The KOLB Starfire build project is continuing this year with Phil Boortz coordinating the efforts so if you would like to participate, please reach out to him directly.

Looking forward to a fun filled year at the greatest aviation community ever and for those that have supported and volunteered at previous events, Thank You...

Safety Corner

Courtesy Janet Gregory



A Check-up on Checklist Customization

Notice Number: NOTC3401

Using a checklist is a fundamental part of any safe flight. During preflight, a checklist ensures pilots inspect an aircraft's components and systems for proper operation and structural integrity and allows them to verify airworthiness. On taxi and during flight, they help ensure the airplane and engine are functioning properly and are configured appropriately for each phase of flight. Checklists provide important structure to the things we check often, usually in a prescribed order of priority. Bottom line: checklist usage is a sound and proven way to reduce errors and improve flight safety.

But just like airplanes change with upgrades or modifications, so too should checklists to include those new items and procedures or omit those that are obsolete. Maybe you've added some new avionics equipment or installed a new fire extinguisher. Or perhaps you'd like to reorder your instrument and gauge checks in a more logical manner. Or maybe you'd prefer to use a more specific term to verify a desired state than the sometimes vague "check and set" response. The question for some might be - how exactly do I modify a checklist?

While there is no approval required from the FAA to modify or customize a checklist, pilots and aircraft owners should start by consulting their aircraft's Pilot Operating Handbook (POH) or Airplane Flight Manual (AFM), or panel placards with some older aircraft. These steps should constitute the baseline for your checklist. If there is a manufacturer-prescribed task or procedure you wish to omit - perhaps due to concerns about mechanical wear and tear on a particular component - you should consult directly with the manufacturer to ensure safety is not compromised.

The FAA issued a [Safety Alert for Operators](#) (SAFO 17006) in 2017 that addresses safety concerns with using commercial off-the-shelf (COTS) or personally developed checklists. The notice was prompted by an accident involving a landing gear failure in which the pilot used a COTS checklist that lacked key steps regarding manual gear extension. The SAFO urges pilots to ensure any COTS or personal checklist is consistent with what the manufacturer states.

Another important reason for this consistency is apparent during practical exams for a pilot certificate or rating. Designated pilot examiners may require an aircraft manufacturer's procedure is demonstrated when testing applicants. Those who use a checklist that differs from the manufacturer may omit or incorrectly perform an important step, impacting their ability to successfully pass the exam. If you are providing flight instruction it is essential that you show, demonstrate, and explain any omitted items to students to avoid this potential pitfall. The student should be able to demonstrate the procedure and be able to explain why it has been omitted from the modified checklist and is not performed routinely.

Having checklists that are efficient, logical, and that account for changes to an aircraft's systems can greatly improve safety and even increase the likelihood of them being used. Just be sure the information you use for those revised checks is correct, complete, and consistent with the manufacturer's safety standards.

Bonus Tip: Want to take your preflight checklist to the next level? Check out the FAA Safety Team's Advanced Preflight M-Pamphlet [here](#). This pamphlet helps pilots obtain valuable maintenance history on their aircraft like ADs, ACs, and any manufacturer service-related information, and then develop an Additional Items Checklist that can be used in conjunction with your aircraft's preflight checklist.





Pine Mountain Lake Aviation Association

Membership Application, Renewal and Update



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

	<u>Order Badge</u>	<u>Publish on Member List</u>
Name 1: _____	<input type="checkbox"/> Yes \$15 ea. <input checked="" type="checkbox"/> Yes	
Name 2: _____	<input type="checkbox"/> Yes \$15 ea. <input checked="" type="checkbox"/> Yes	
Child Name: _____	<input type="checkbox"/> Yes \$15 ea. <input type="checkbox"/> Yes <input type="checkbox"/> No	
Child Name: _____	<input type="checkbox"/> Yes \$15 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).
 - Invitation events to monthly meetings and airport events.

Annual dues \$25.00 per year	\$ _____
Badges @ \$15.00 each	\$ _____
Donation (\$25-\$100 suggested)	\$ _____
Scholarship Fund Donation	\$ _____
TOTAL enclosed	\$ _____

2024 Meeting Calendar

<i>Date</i>	<i>Program</i>	<i>Time & Location</i>
4-6-2024	YNP Air Rescue	6 pm Joe Sobczak Hangar

202 Hangar4 Aviation Calendar

March 16,17, 2024	<i>Travis AFB Air Show featuring The Blue Angels</i>
------------------------------	--

BOARD OF OFFICERS & COMMITTEE CHAIRS – 2023			
OFFICERS		COMMITTEE CHAIRS	
President , Bob Mackey	707-622-5392	Property , Ed Peters	962-6267
VP, Airport Affairs , Rob Compton	962-6503	Multimedia , Phil Hickerson	962-6714
VP, Social Affairs , Gabe Coelho	209-617-4384	Membrshp/Rostr , Bob Mackey	209-777-5558
Secretary , Phil Boortz	805-944-0148	Airports Manager , pending	
Treasurer , Ralph McLaughln	408-520-8209	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	510-417-5121
		Webmaster , Jeremy Zawodny	408-685-5936