



Volume 17, Issue 7, July 2002  
A Monthly Publication of the Pine Mountain Lake Aviation Association



**PRESIDENT'S CORNER**

**C**lay Lacy kept us all laughing at our June 1<sup>st</sup> meeting. His video presentation was incredible. What a fantastic evening it was at Kent and Sandy Blankenburg's east hangar. Clay's DC-3 was a big hit as well (seen here from inside the Blankenburg's west hangar and with Clay's charming wife Lois).



The two photos above are courtesy of Jeff Benzing.



Lois Lacy and the DC-3

The Watsonville Fly-in and Air Show over Memorial Day weekend was too much fun. Several PMLAA members attended and displayed their beautiful airplanes.



The 1999 Watsonville Fly-in and Air Show poster (pictured on the left) featured their 1998 Grand Champion, a gorgeous 1939 Spartan Executive owned by Kent and Sandy Blankenburg.

EAA celebrates its 50<sup>th</sup> AirVenture in Oshkosh **July 23-29, 2002** and I can't wait. If you need a ride or have room in your plane for any passengers, let me know. For more info, contact EAA Aviation Center, PO Box 3086, Oshkosh, WI 54903, 920.426.4800, [www.airventure.org](http://www.airventure.org).



**The Modesto Bee** visited us on Sunday, June 2<sup>nd</sup> and plans to print a pictorial on lifestyles at Pine Mountain Lake Airport.

**FYI:** We have purchased a 9 ft x 12 ft projection screen for use at our monthly general meetings.

**Kent and Sandy Blankenburg** will share their east hangar for our January 4, 2003 meeting with United Airlines Captain Al Haynes. Thank you Kent and Sandy.

PMLAA members **Barbara and Michael Thoben** are the



proud new owners of this stunning YMF5 Super Waco. Get a load of the panel, which includes an HSI and a

King KLN90B IFR-certified GPS. It's a perfect compliment to their flawless B36TC Bonanza. By the way, their Trinidad is for sale. To know Michael is to know a perfectionist (I mean that in a good way) so you can rest assured that the Trinidad has been pampered. See Michael's ad for this beauty in the classifieds section.



In our last edition of the PMLAA News, I failed to mention that brand new PMLAA member **Jim Weber** (son of charter members Paul and Mary Wollitz) was a great help painting our taxiway with the Ninety-Nines on May 5<sup>th</sup>. Thank you Jim and welcome to the family.

Kent and Sandy Blankenburg hosted their eighth annual Luscombe Luau on May 17<sup>th</sup>. About 400 people attended and over 100 airplanes flew in for this magnificent event.

The 45<sup>th</sup> Annual Merced Antique Fly-in on June 7<sup>th</sup> and 8<sup>th</sup> was also great fun. Two of our members won awards, as you'll see elsewhere in this newsletter.

**Jim Thomas** is leading the pack of fearless PMLAA members to Alaska June 22<sup>nd</sup> to July 14th. He'll be flying his Piper Supercruiser and reporting on this 5,475 nautical mile adventure to the PMLAA News.



Hope to see you in Oshkosh.

Please fly safely.

**✈ Keith Zenobia**

# DENSITY ALTITUDE

## 1. What is density altitude?

- a. indicated altitude corrected for instrument error
- b. the altitude displayed on your altimeter when it indicates 29.92 inches of mercury
- c. the altitude displayed on your altimeter when it is set to the local altimeter setting
- d. pressure altitude corrected for temperature and humidity

## 2. Of the various factors that could affect density altitude, which has the least effect?

- a. local altimeter setting
- b. temperature
- c. humidity
- d. field elevation

## 3. Which of the following speeds may be affected by a change in density altitude?

- a. best glide speed
- b. best rate of climb
- c. maneuvering speed
- d. stall speed

## 4. On approach to land during high-density altitude conditions, the indicated approach speed on final should be

- a. less than normal approach speed
- b. the same as normal approach speed
- c. higher than normal approach speed

## 5. In a non-turbocharged piston-powered aircraft, leaning the mixture prior to takeoff from a very high-density altitude airport (>5000 feet) is

- a. a bad idea since you will want maximum power for takeoff
- b. a good idea since you want the optimum fuel/air mixture for ambient conditions
- c. okay since it will reduce the chance of spark plug lead fouling, but not really necessary

## 6. At 0600 local time the temperature at the airport is 10 degrees Celsius. At 1400 local time the temperature has increased to 32 degrees Celsius. If the local altimeter setting hasn't changed, approximately how much has the density altitude increased?

- a. 500 feet
- b. 1,500 feet
- c. 2,500 feet
- d. 3,500 feet

## 7. A pilot who normally flies to airports whose elevations are close to sea level makes a flight to an airport that is at an elevation of 7,000 feet. Using the same bank angle and distance from the runway as usual, the pilot finds that after turning final the aircraft is not aligned with the runway centerline. What has most likely happened is

- a. an overshoot due to the decreased true airspeed at higher altitudes
- b. an overshoot due to the increased true airspeed at higher altitudes
- c. an undershoot due to the decreased true airspeed at higher altitudes
- d. an undershoot due to the increased true airspeed at higher altitudes

## 8. At very high-density altitudes pilots should be aware that a power off glide at best glide speed will result in

- a. a shorter gliding range than at sea level, with a faster rate of descent
- b. a shorter gliding range than at sea level, with a slower rate of descent
- c. the same gliding range as at sea level, with a faster rate of descent
- d. the same gliding range as at sea level, with a slower rate of descent
- e. a longer gliding range than at sea level, with a faster rate of descent

## 9. With all other factors being equal, the density altitude on a very humid day will

- a. be higher than on a dry day, since water vapor molecules are less dense than the molecules of air they displace
- b. be the same as on a dry day, since the presence of water vapor molecules has no effect on air density
- c. be lower than on a dry day, since the water vapor molecules are denser than the molecules of air they displace

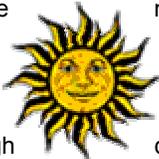
Answers: 1:d, 2:c, 3:b, 4:b, 5:b, 6:c, 7:b, 8:c, 9:a

## DENSITY ALTITUDE

When it comes to good old-fashioned hangar flying sessions, one subject that almost never seems to be discussed is density altitude. The reason being, too many pilots do not know enough about the subject. Yet, because of the inescapable influence density altitude has on aircraft and engine performance, it is important that every pilot understand its effects. Hot, high and humid weather conditions can change a routine takeoff or landing into an accident in less time than it takes to tell about it. There are three important factors that affect air density: **ALTITUDE**, **TEMPERATURE** and **HUMIDITY**.

The higher the altitude, the less dense the air is. The warmer the air, the less dense it is. Humidity is not generally considered a major factor in density altitude computations because the effect of humidity is related to engine power rather than aerodynamic efficiency. At high ambient temperatures, the atmosphere can retain a high water vapor content. For example, at 96 degrees F, the water vapor content of the air can be eight (8) times as great as at 42 degrees F. High density altitude and high humidity do not often go hand-in-hand. However, if high humidity does exist, it would be wise to add 10% to your computed takeoff distance and anticipate a reduced climb rate.

Density altitude is a crucial criterion that determines the performance capabilities of an aircraft. As density altitude increases, the molecules of air decrease which means there will be less air flowing over the camber of the wing. The further effects of high temperature and high humidity are cumulative, resulting in an increasingly high density altitude which reduces all aircraft performance parameters. In density altitude, Weight & Balance is another important consideration. For instance, if the CG is set to the aft position, a stall would be impossible to recover from and may result in a spin. If the CG is set to the forward position, a stall will be encountered in a higher than normal stall airspeed configuration.



The Pilot's Operating Handbooks prepared by the Airframe Manufacturers provide good information regarding the aircraft performance under standard conditions (sea level at 59 degrees F). However, if a pilot becomes complacent regarding aircraft performance or is careless in using the charts, density altitude effects may provide an unexpected element of suspense during takeoff and climb.

Density altitude effects are not confined to mountain areas. They also apply at elevations near sea level when temperatures go above standard (59 degrees F). It's just that the effects are increasingly dramatic at the higher elevations. Takeoff distance, power available (in normally aspirated engines) and climb rate are all adversely affected; and, while the indicated airspeed remains the same, the true airspeed increases. Too often, a pilot who is flying in high-density altitude conditions for the first time in an aircraft with a normally

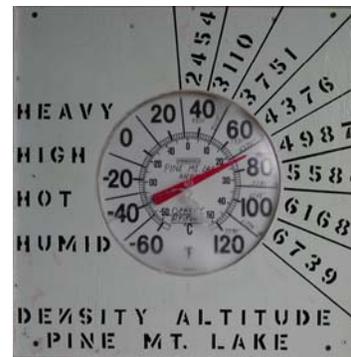
Density Altitude Table						
Set your altimeter to 29.92. Read your pressure altitude. Find the closest value on the chart. Read across to current temperatures.						
Pressure Altitude	59°F 15C	68°F 20C	77°F 25C	86°F 30C	95°F 35C	104°F 40C
4000	4900	5450	6000	6550	7100	7650
4500	5500	6050	6600	7150	7700	8250
5000	6100	6650	7200	7750	8300	8850
5500	6700	7250	7800	8350	8900	9450
6000	7300	7850	8400	8950	9500	10050
6500	7950	8500	9050	9600	10150	10700
7000	8550	9100	9650	10200	10750	11300
7500	9150	9700	10250	10800	11350	11900
8000	9750	10300	10850	11400	11950	12500
8500	10350	10900	11450	12000	12550	13000

aspirated engine becomes painfully aware of the retarded effect on the aircraft performance capabilities.

Additionally, at power settings of less than 75%, or at density altitudes above 5,000 feet, it is essential that normally aspirated engines be leaned for maximum power on takeoff unless equipped with an automatic altitude mixture control. Otherwise, the excessively rich mixture adds another detriment to overall performance. Turbocharged engines, on the other hand, need not be leaned for takeoff in high-density altitude conditions because they are capable of producing manifold pressure equal to or higher than sea level pressure.

Density altitude is not to be confused with pressure altitude, indicated altitude, true altitude or absolute altitude, and is not to be used as a

height reference, but will be used as determining criteria for the performance capabilities of the aircraft. The published



performance criteria in the Pilot's Operating Handbook is generally based on standard atmospheric conditions at sea level (59 degrees F and 29.92 inches of mercury).

When the temperature rises above the standard temperature for the locality, the density of the air in that locality is reduced and the density altitude increases.

This affects the aircraft aerodynamic performance, and decreases the horsepower output of the engine. Pilots should make a practice of checking their aircraft performance charts during preflight preparation. This is important when temperatures are above normal regardless of airport elevation.

From the pilot's point of view, an increase in density altitude results in increased takeoff distance, reduced rate of climb, increased true airspeed on approach and landing (same IAS), and increased landing roll distance.

At airports of higher elevations, such as those in mountainous terrain, high temperatures sometimes have such an effect on density altitude that safe operations are impossible. In such conditions, operations between mid-morning and mid-afternoon can become extremely hazardous. Even at lower elevations, aircraft performance can become marginal and it may be necessary to reduce aircraft gross weight for safe operations. Therefore, it is advisable, when forecast temperatures are expected to rise above normal and performance is in question, to schedule operations during the cool hours of the day. Early morning and late evening are sometimes more ideal for both departure and arrival.

# PMLAA Glows at the 45<sup>th</sup> Annual Merced Antique Fly-in

June 7 & 8, 2002



And the Winner is  
Dwayne Carver's  
1940 Piper J-3 Cub  
in the  
45<sup>th</sup> Annual Merced Antique Fly-in  
*Classic Age*  
*1935-1941 Category*  
Congratulations Dwayne on your 2<sup>nd</sup> award.

Alan and Conni Buchner's  
1932 Cabin Waco  
wins the  
45<sup>th</sup> Annual Merced Antique Fly-in  
Fleming Memorial  
*Best Cabin Waco*  
June 2002  
Congratulations Alan and Conni.



Jim Thomas relaxes with Patty Haley in front of his 1947 Super Cruiser



Terry Campbell and Bud Field love their Stearman



Lynne Barber stands with her beloved 1941 Ryan PT-22



Walt Bowe proudly displays his beautifully restored 1936 Ryan STA



The Blankenburg's 1938 Lockheed Electra departs Merced for Paradise, a.k.a. Pine Mountain Lake



Couldn't find Carol Simpson but here is her Lake Amphibian at Merced.



## Meet the NEW PMLAA Members

-- Virginia Richmond, Profile Editor

We're delighted to welcome new members to the association this month. Read on and meet them.

### Judy Jensen

JJensen@mlode.com  
209-962-6266

Judy moved to Pine Mountain Lake from the Bay Area about eight years ago, after visiting friends here. Working for major banks in the high-pressure construction lending area, she was ready to give up the rat race and was looking for a different type of community. She found it at PML!



Judy commuted to Sonoma for a couple of years handling construction lending for the old El Capitan bank. Later she commuted all the way to Rancho Cordova for five years, and found her weekends relegated to just recharging batteries to head back to work. Now, Judy has found the perfect job: she's working from home as a construction budget consultant for the State of California Multi-family Construction Division. She handles the budget management of large building renovation projects all over the state.

Judy is an accomplished amateur photographer; we've seen some of her work on the cover of PML News over the years. One of her photos is pictured here.



She is a charter member of the ROOFBBs and helps with many of their local fundraising projects. Without the long work commute, she also plans to return to her golf game.

Judy has two children in the Bay Area and three grandchildren. Her dad was a private pilot who built a grass strip on his property in Sonoma County just after World War II. He was also active in the civil air patrol and local air shows. She flew with him from the time she was a baby, and as a kid, she assumed everybody had an airplane. Judy is a neighbor of Sylvia Nestor and Keith Zenobia and thanks them for getting her involved in the aviation group. Welcome Judy.

*Fuel is limited, gravity is forever.*

**James Weber**  
209-962-7635

Jim's parents, Mary and Paul Wollitz, have lived in Pine Mountain Lake over 30 years, so he spent many childhood vacations here. The Wollitz' were among the first people to buy at PML and have seen the area grow tremendously.

Jim just moved here from the East Bay where he's had a custom furniture business for years. He has made custom cabinets, office furniture and entertainment centers for John Madden and the president of Safeway, and now he's available to us! In addition, Jim has started a new business building 1950's style Soda Fountain Bars to install in rec. rooms (or hangars), or in the yard. Jim's business is called "Lucky Creations" (209-962-7635). Samples of Jim's exquisite work are pictured below.



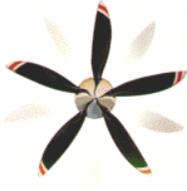
Jim's mom is a licensed pilot. His dad was in the air force and he remembers living at the end of the runway at an Air Force Base and loving planes from childhood.

Despite the aviation heritage, he joined the Navy and served on ships ferrying supplies to the troops during the Viet Nam war. Jim is still an avid sailor and owns a 27' Olympic Racing sloop that he keeps at Point Richmond and sails in the bay.

As a new resident, Jim joined PMLAA to make new friends, grow his business, and become part of the community. Welcome Jim!

## PROP WASH

May 25th was a fun day for Linda Craig. She got to fly to the Watsonville Air Show in Kent and Sandy's 1938 Lockheed Electra! Little did she know what the Fates had in store for her.



It was a very warm day, so Linda decided to change clothes in the plane, discarding her bra, with the comment, "Oh how I hate to wear those things."

Later, at the end of the Air Show, Kent was waiting for all of the smaller airplanes to taxi by and fly off first. As a couple of Stearmans jockeyed for position, revving their props, they created a veritable tornado.

Chairs and tents went flying, and so did someone's undergarment.

Keith, our very alert leader, saw this airfoil shaped object come flying by, reached out and grabbed it.

With years of experience in the field, and having not just fallen off the turnip truck, Keith recognized it for what it was, a brassiere!

He went from group to group, looking for "Cinderella," to no avail. No one declared ownership, so he took it home.

The next day, Kent remembered that while he was doing some "house cleaning" in the Lockheed prior to departure, he had removed the luggage and temporarily placed it outside the aircraft. Linda's bag had blown open in the prop wash of the dueling Stearmans and her bra had become airborne.

Sandy phoned Linda, and yep! The mystery was solved. Keith returned it, but always the gentleman, didn't insist that Linda prove it was hers.



Our youngest member of the Pine Mountain Lake Aviation group is Maxwell Wolf. He was born January 25, 2002, 10 ½ weeks early to Marion and "Red Dog." Maxwell weighed in at 2 pounds, 3 ½ ounces at birth. He's now 11 pounds.

✈ Betty Correa



### Special note to Buck Buchanan . . .

Those of us who have lost a parent know how hard it is, and we send you our love and sympathy as you cope with the loss of your mother.

## WHEN LUPINES BLOOM



When in spring lupines bloom  
In spires of pink, purple, white and blue,  
And yellow monkey flowers open, too,  
And all are tangled, crowded for room,  
I know the summer will come,  
For the days grow ever more warm.  
Blossoms fade, seed pods form,  
And slowly nature's compendium  
Of colors will turn gold,  
And swelling pods, laden with seed,  
Released by heat, will meet the need  
To increase their kind a thousand-fold.

Mary E. Kelly

---

**Aviation Theme Tablecloths**

available from

**Catherine Murphy**

**Call 209-962-5833**





# Watsonville Fly-In & Air Show

## PMLAA SHINES ON MEMORIAL DAY WEEKEND, 2002 AT WATSONVILLE



Color-coordinated Sandy Blankenburg relaxes next to her and Kent's award-winning 1939 Spartan Executive on Friday.



On Saturday, we viewed aerobatics from the Blankenburg's 1938 Lockheed



Jeff and Vicky Benzing "debugging" their beautiful 1940 Stearman.



Alan Buchner and his immaculate 1932 Cabin Waco.



Terry Campbell and Bud Field set up camp next to Bud's perfect 1956 Cessna 180.



Watching aerobatics from Kent and Sandy's Lockheed.

## CLASSIFIEDS

This is a free service of the PMLAA News. Members are invited to submit ads for aviation-related items and services they wish to buy or sell.

### WANTED

✈ Parts for experimental airplane with 12 volt electrical system which are new or in very good condition. No junk please. Parts needed include a heated pitot tube, wingtip strobes, gascolator suitable for 300hp engine, duplex fuel selector valve, flush mount wing fuel tank filler cap, battery contactor, position lights, eyeball vents, low clearance comm antenna (bent style), marker beacon antenna, transponder antenna, ignition/mag switch, other miscellaneous airplane parts which you think might be useful. Please contact Jim Thomas at 209-962-0910.

✈ Seeking to rent or buy a hangar at Pine Mountain Lake Airport for my Cessna 182. Please contact Tom Tingley at 209-962-0499.

✈ Looking for an external antenna model # 18344 for a Trimble FlightMate Pro GPS. Please call Jim Skala at 209-962-5885

✈ Need hangar space at Pine Mountain Lake Airport to build my Glasair. Sean Brady at 209-962-0422.

✈ Need a ride to **Oshkosh**? Have room in your plane for passenger(s) going to Oshkosh? Need a hotel room? Call Keith Zenobia at 209-962-4014.

### FOR SALE

✈ Beautiful 1984 Socata Trinidad TB20. This plane looks and flies like new! Immaculate condition inside and out. Full leather interior - highly polished exterior. No dings or dents anywhere! \$145,000. Michael Thoben 818-879-1719, Cell: 805-279-7900. Visit [www.thoben.net](http://www.thoben.net) for more photos and details.



✈ Three VIP aviator tours to China. Visit the Stilwell Museum in Chongqing (Flying Tigers collection) & the China National Aviation Museum in Beijing. Trip includes visits to the Terra-Cotta Warriors, Great Wall & a 5 day Yangtze River cruise. Departures from SFO and LAX in Sept & Nov. Call Rob Reinhardt at 209-852-9884 after 6 pm or leave a message Email at [cabroker@excite.com](mailto:cabroker@excite.com)

**Pine Mountain Lake Aviation Association**

**T-Shirts, Caps & Patches**

Contact Rich McGlashan  
209-962-7928



**Happy Independence Day**  
PMLAA

# *Pine Mountain Lake ~ Concours d'Elegance*

Saturday, August 31, 2002, 10 :00 a.m. – 5:00 p.m.

at

## **Pine Mountain Lake Airport**



Join us for a day of fabulous cars, wonderful food and much fun!  
Stay for a great BBQ dinner / dance  
at the  
**Pine Mountain Lake Stables**

For more information or to request an **entry brochure** phone:  
**209-962-1001**



Proceeds from the Pine Mountain Lake Concours d'Elegance  
will benefit **Kittytails**, a feral kitten rescue society  
**209-962-1060**

*Kent and Sandy Blankenburg's  
Eighth Annual (not just for Luscombes) Luscombe Luau at Pine Mountain Lake Airport*

May 17, 2002



# ENTER THE PML 4<sup>th</sup> OF JULY BOAT PARADE

by Dotty Davis

Pine Mountain Lake is having a boat parade prior to the 4th of July fireworks.

The event will take place Saturday, July 6th.

All boats will be decorated either as:

1) Patriotic or 2) Depicting any state of the union.

Three perpetual trophies will be awarded in the various classes of

1) kayaks, canoes, or fold-a-boats

2) ski boats or fishing boats

3) party boats or sail boats

To be eligible for a trophy, each boat must file an official entry form prior to June 30th.

These are available at the PML Marina Store or in the PML News.

Please send to either Dotty Davis at 12830 Mount Jefferson or to Lois Rosenbaum at 20914 Big Foot Court.

The afternoon of July 6th will include a sing-a-long of patriotic songs led by Jackie Sample,

a water ski and wake board show, and then the parade of boats.

All boats will meet at the dam at 5:30 to assemble for passing by the judge's platform at the marina.

The actual parade will begin at 6 p.m.

And, of course, the fireworks will follow later that night.

Come join the fun  
Enter the boat parade



# P M L A A



## General Meetings

First Saturday of the month at The Lake Lodge unless otherwise noted

EVENT DATE	SPEAKER	TOPIC
January 5, 2002	<b>Lieutenant Colonel Rich Perkins</b>	<i>"Spy Ops", Flying the U-2</i>
February 2	<b>Dr. Carlene Mendieta</b>	<i>Amelia Earhart's "Flight Across America" Reenactment</i>
March 2	<b>CDF Battalion Chief Dan Ward</b>	<i>Aerial Fire Fighting</i>
April 6	<b>Author, Bruce Bailey, Lt Col USAF (Ret)</b>	<i>Cold War Spy Flights – The Inside Story</i>
May 4	<b>Medi-Flight's Frank Erdman with helicopter &amp; crew</b> <u>at the Sloan's hangar</u>	<i>Air Ambulance Operations</i>
June 1	<b>The Pilot's Pilot, Clay Lacy</b> <u>Catered dinner at Blankenburg's east hangar</u>	<i>For the Fun of it</i>
July (No Meeting)		
August 3	<b>Guy Watson of Watson Propeller</b> <u>at Dwaine &amp; Rene Carver's hangar</u>	<i>The Best Fighter Plane of WWII</i> <i>or How To Start an Argument</i>
September 7	<b>Mike Clancy</b>	The wonderful world of helicopters
October 5	To be announced	
November 2	<b>Ken Orloff</b>	<i>Aircraft Accident Investigation – to be announced</i>
December 7	<b>Thanksmas Party</b>	<i>Too Much Fun</i>
January 4, 2003	<b>Captain Al Haynes</b> <u>At the Blankenburg East Hangar</u>	<i>The Story of United Flight 232</i>

## PMLAA Board Meetings

7:00 p.m. on the Wednesday following each General Meeting unless otherwise noted

### Upcoming Board Meetings:

Wednesday, July 10, 2002 on Nance and Art Deardorff's Boat

Wednesday, August 7, 2002 at Dick and Judy Collier's

## Board of Directors

President:	Keith Zenobia	209-962-4014
Vice-president, Airport Affairs:	Dick Collier	209-962-6400
Vice President, Social Affairs:	Pat Price	209-962-7431
Secretary:	Barbara Coldren	209-962-5168
Treasurer:	Tom Tingley	209-962-0499

## Committee Chairs

Programs:	Keith Zenobia	209-962-4014
Property:	Sean Brady	209-962-0422
Property:	Buck Buchanan	209-962-7262
Property:	Malcolm Milliron	209-962-4508
Property:	Paul Sperry	209-962-4178
Membership:	Jane Hansen	209-962-6515
Roster:	Nance Deardorff	209-962-0706

## Newsletter

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Social Editor:	Betty Correa	209-962-5209
Publishing / Layout:	Keith Zenobia	209-962-4014
<b>MERCHANDISE SALES</b>	Rich McGlashan	209-962-7928
<b>AUDIO / VISUAL</b>	Ken Codegila	209-962-6270

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