

Happy New Year



Volume 19, Issue 1, January 2004, A Monthly Publication of the Pine Mountain Lake Aviation Association

DR. KEN ORLOFF

AIRCRAFT ACCIDENT RECONSTRUCTION

About our January 3, 2004 Guest Speaker

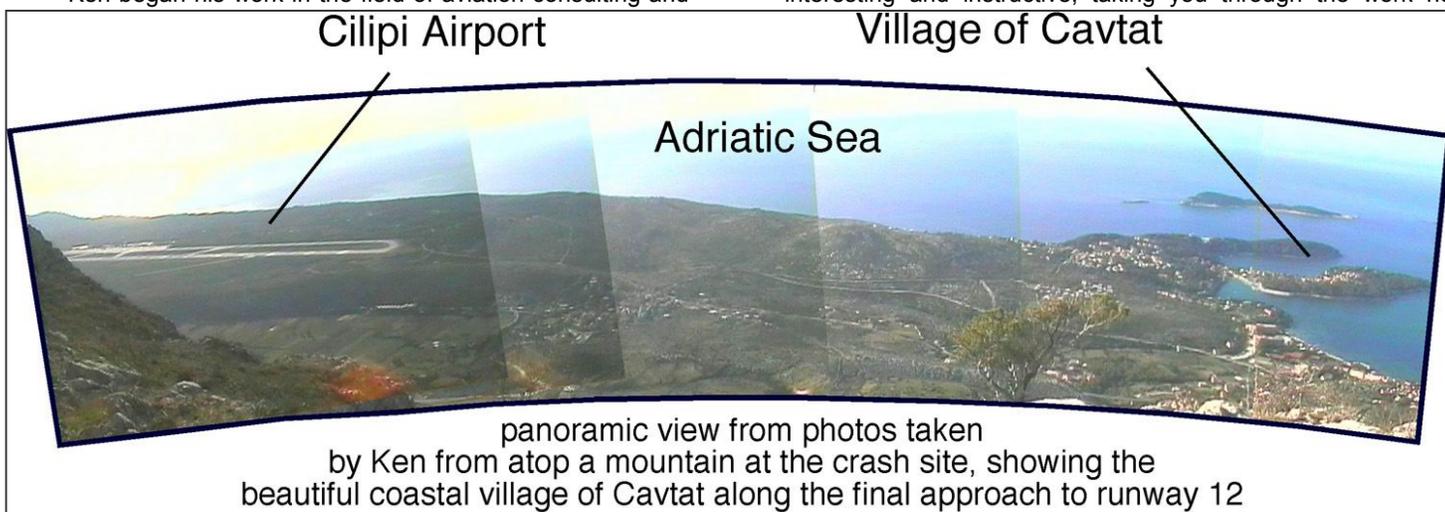
Ken Orloff has been a PML resident since 1979. He has a Master's degree in Physics and a Ph.D. degree in Mechanical and Aeronautical Engineering. From 1971 until 1984, Ken worked for the National Aeronautics and Space Administration at the Ames Research Center where he was involved in airplane and helicopter aerodynamics research. Under NASA sponsorship, he has taught physics, engineering, aerodynamics and other courses at the university level. He is a licensed Airframe and Powerplant Mechanic and he holds FAA Inspection Authorization. Ken holds an Airline Transport Pilot Certificate and has accumulated in excess of 7000 hours of flight time. He is a Certified Flight Instructor for Airplanes, Instruments, and Helicopters.

Ken began his work in the field of aviation consulting and

Ken's January 3rd presentation revolves around an airplane crash that occurred on April 3, 1996. On that date, a United States Air Force CT-43A (a military version of the Boeing 737-200), operating from Tuzla, Croatia to Dubrovnik, Croatia, crashed while in instrument meteorological conditions on approach to the Cilipi Airport at Dubrovnik, Croatia. Aboard the airplane were both civilian and military persons, including then Secretary of Commerce Ron Brown. All aboard the airplane were fatally injured.



As a result of this accident, a number of lawsuits were brought against Jeppesen, the publisher of instrument approach procedure charts, including the approach procedure to the Cilipi Airport. Ken's presentation will be both interesting and instructive, taking you through the work he



aircraft accident reconstruction in 1983. Since that time, he has investigated, analyzed, and reconstructed hundreds of airplane and helicopter accidents. Typically, areas in which he has been asked to render expert opinions are midair collisions, wake turbulence accidents, aircraft piloting issues, and flight path analysis involving the use of flight data recorder information, cockpit voice recordings and recorded radar data.

performed in reconstructing the accident and forming his opinions.

The Pine Mountain Lake Aviation Association is honored to welcome Dr. Ken Orloff on Saturday, January 3, 2004, 6 p.m. at the Blankenburg Museum. Please find more details on the last page of this newsletter.

☒ Keith Zenobia

President's Corner

Happy New Year !

I am pleased to report that your new board is off to a great start. We hope to keep building on all that has been done to make this the great organization it is. Being a relative new comer here I am still learning the history of the club and things that have been done in the past. We, your board, recognize that our job is to continue to make this the best social club on the hill and maintain its aviation centric theme. We really want to foster the involvement of all the members. Please give us some feedback on what's working and what's not.

You will note in the "Meet the New Board" article that there are two new board positions, Community Liaison, and Seminar Coordinator.

Community Liaison

In addition to our activities as a social club, I feel that we have the opportunity to project a positive impression of the value of our airport and pilots in the community. Rand Siegfried has agreed to lead our effort in this area. Rand's focus will be on the youth of the area. The leverage that is available is tremendous and he has a ton of great ideas. I know that many of you will find opportunities to get involved. Let Rand know what you think and how you would like to help.

Seminar Coordinator

As a rookie pilot, I have been impressed by the "license to learn" attitude held by most pilots. PMLAA has held several seminars that were very positively received. Guy Russell has signed up to coordinate our seminars. I know Guy has several ideas on how PMLAA can be part of our continuing education. Let him know your thoughts.

One of the perks of this job is getting to read the articles by our contributing authors ahead of time. This month's article includes some great stuff from them. I would like to thank Mike, J.T., Virginia, Keith and Conni for their contributions. If you have something of interest to the members, send it and in we'll make room for it.

J.T.'s article this month focuses on the deer problem at the airport. In the last month or so have I spent a lot of time in the rural areas just a mile or two away from the airport. To my surprise I have learned that the area outside of PML area is practically deer-less. I am convinced that if we just stop feeding these deer the population will become less concentrated and less of a risk. This is a complicated problem that will not be easy to solve, but PLEASE don't exacerbate the problem by attracting them to the area with food.

Lastly I want to personally thank Keith for his phenomenal contributions these last two years and for working so hard to ease the transition to the new board. I also want to thank him for agreeing to continue managing our programs arguably, the most important job in the association. He will be a tough act to follow but I'll do my best.

- Jerry

Thank YOU Keith

Conni's Comments

We want to thank everyone who joined us for the Thanksmas party. It was a huge success. Reza and his crew did a great job with the catering, the food was excellent and a great time was had by all. The weather didn't seem to dampen anyone's spirits. There were 102 in attendance and the most popular gift of the evening was not the stuffed animals or Christmas plates but a toilet seat with a sectional map attached to the seat cover, brought by Jerry and Suzanne Mattingly. We do have fun!!! I also want to thank Paul Price and Red Rossio for doing an excellent job of emceeing for the evening and keeping the gift exchange at a lively pace.



For the February Aviation Association meeting (February 7th) we have decided to celebrate both Presidents' Day and Valentines Day by having appetizers and desserts instead of the regular potluck. See you there and please remember to bring enough for at least 6 people.

ψ Conni Buchner

Captain Al Haynes Needs Help



Many of you attended our January 2003 meeting with guest speaker, United Airlines **Captain Al Haynes**. He told us his powerful **Story of United Flight 232**, which crash-landed in Sioux City, Iowa in 1989. He has selflessly spoken to over a thousand audiences in the last ten years. His only request was that the groups he spoke to, like PMLAA, made a donation to one of his favorite charities.

Now, Al Haynes needs our help. His daughter, Laurie Arquello, has been diagnosed with aplastic anemia and needs a bone marrow transplant. A donor is standing by but the operation will cost \$250,000.

If you would like to make a tax-deductible donation, visit www.transplants.org, select Patient Campaigns, and scroll to Arquello (Haynes), Laurie.





Meet the New PMLAA Board!

Jerry Baker, President
962-7916
pmljerry@aol.com

Jerry Baker is the new President of our organization. Jerry, Paula and sons Scott and Chris have been vacationing at PML for years. Two years ago, Jerry retired as VP of Operations at Fairchild Semiconductor; they are now full-time residents and becoming very active in the community.

One of Jerry's first retirement projects was to learn to fly. He has his private license and is hard at work on his IFR rating. Jerry recently purchased a Cessna 206 and has already been on several cross-country trips.

Paula is also active in the community. She's a member of Soroptomists and the Ladies Club and is on the board of the Senior Center. Paula chaired this year's Fashion Show.

Jerry's enthusiasm for Pine Mountain Lake and for aviation is contagious, and he promises a fun year for the association.

Mike Gustafson, VP – Airport Affairs
962-6336
mlgpilot@yahoo.com

Mike discovered PML twelve years ago when he was looking for a weekend home near an airport. He found so much more at PML. He and Virginia now have a house on the lake and a boat called "Pilots' Lounge."

Mike's first airplane was an Interstate Cadet, then a Yankee, and later his beloved Cherokee 180 and Starduster. He has just started building an RV-7. He has Commercial, CFII, Multi-I and ATP ratings.

Mike recently retired from managing hardware development organizations in Silicon Valley companies. He now does BFRs, flight instruction and some airplane repairs. For the past two years, Mike has also written our Safety column.

Conni Buchner, VP – Social Affairs
962-5750
conninalan@mlode.com

Conni and Alan have lived in their beautiful hangar home for two years. Alan still commutes to Fresno where he operates Buchner Aero Specialties, FBO and airplane maintenance.

Alan is an avid pilot with ATP and CFI ratings. He owns a 1936 Rearwin Sportster, a Ryan PT 22 trainer, and Yak 18, Culver V and his prized 1931 Waco.

Most of our meetings are in the Buchner's spacious hangar/living room. Conni has all kinds of wonderful ideas for our monthly meetings and parties, so be sure to thank for her taking on this important role.

Conni is also active in the Ladies Club, enjoys gardening, and often volunteers at Grandson River's school.

Pat Helling, Secretary
962-7597
patriciaH@jps.net

Pat is serving a second year as club Secretary. She and Ken moved to PML from Martinez in 1999 and love living at the airport. Pat has retired from her accounting career at Chevron.

Ken and Pat have a Comanche 250 and have flown to many national EAA and Comanche conventions.

Barbara Coldren, Treasurer
962-5168

Barbara and Chuck moved to PML in 1985 and were charter members of PMLAA. They learned about PML from Hugh and Kay Smith in the Golden Gate Navionaires and retired here because of the airport and the aviation connections.

Before retirement, Barbara was an auditor for Great Western Bank and traveled to branches throughout the Bay Area from home base in Fremont.

In addition to helping PMLAA as Treasurer this year, Barbara also belongs to the Ladies Club, Garden Club and Residents Club, and volunteers at Sonora Community Hospital.

Keith Zenobia, Program Chair

962-4014

keith@zenobia.com

Keith has been our wonderful PMLAA President for the past two years. This year he continues to serve as Program Chair – finding interesting and inspiring speakers for our monthly meetings.

Keith learned to fly 12 years ago. He has a Bonanza F33 and loves all things aviation.

Keith's business is the Zenobia Agency in Los Angeles. Zenobia represents the production professionals (stylists, hairdressers, make-up artists, location scouts) who make commercials, print ads, music videos, and films possible.

Guy Russell – Seminar Coordinator

962-6257

gnrussell@peoplepc.com

Guy has taken on the new position of Seminar Coordinator for our association. In this position, Guy will be responsible for organizing professional development seminars for PML pilots in the coming year.

Guy retired from technology sales a few years ago. He flies a twin Cessna 310 and wife Nancy flies a Luscombe. Nancy also retired from physical therapy and has embarked on a successful new career in real estate in Groveland.

Rand Siegfried, Community Liaison

962-0710

randarts@sonnet.com

In his new position as PMLAA Community Liaison, Rand will be responsible for our association's outreach in the local town and schools. For example, this past year, Rand organized visits to PML Airport for 135 young students from Tenaya.

Rand, wife Andy, and kids McKinley and Cormac moved to PML from Palo Alto a year ago. Andy still commutes to Palo Alto to run her company, CxO Communications. Rand is a board member of the Staggerwing Museum and the Twin Beech Museum and serves on the EAA Foundation board. He is currently compiling a book on the history of the Beech aircraft.

Rand comes from a flying family and owns a Beechcraft 18 twin, a Baron C-85 and a Pacer.

Scott Baker, Website & Newsletter Production

962-7916

scottmmx@aol.com

Scott Baker will be putting his considerable computer skills to work this year to help maintain the PMLAA

website: www.pmlaa.org, and also to format and produce the monthly newsletter.

Scott is a technology graduate of Heald College in San Jose and offers computer training, website development and troubleshooting to businesses and individuals in the Groveland area.

Continuing Committee Members:

A great big thank you to the volunteers who are continuing in their PMLAA positions:

- **Nance Deardorff – roster**
- **Jane Hansen – membership**
- **Rich McGlashan – merchandise**
- **Ken Codeglia, Phil Hickerson – multimedia**
- **Renie Leakakos – legal affairs**
- **Mike Gustafson – safety editor**

and the wonderful property team who set up and tear down all our meetings so efficiently, **Malcolm, Paul, Scott, and Sean.**

We are still looking for more volunteers in meeting set-up and especially to help coordinate, print and mail the newsletter. Please call Jerry at 962-7916 if you can help.

ψ Virginia Richmond

Dues are Past Due



Dues for 2004 were due by December 31st. If you've already renewed, **thank you.** If not, **PLEASE** send your check, payable to PMLAA, P.O. Box 131, Groveland, CA 95321. You have the option of paying in advance as many years as you like at

the current annual rate of **\$20 per household.** That's just \$1.67 per month. Please also send, with your payment, the Membership Application / Renewal / Update form that accompanied this issue, only if you have information changes, corrections or comments. If your information hasn't changed, just write "Dues Payment" on your check. A roster will be mailed to all paid-up members with the April *PMLAA News*. Thank you. We appreciate your support.

Safety Corner

Icing Belongs on a Cake!

—Mike Gustafson, CFII



This time of year, all the aviation trade publications are running articles on airframe icing, just to scare us one more time. It happens every winter as if our collective memories are short by 11 months.

Not to be left out, I too will now spend about 500 words on icing. The catch is, this cautionary tale happened on a clear day before the plane left the ground.

Our hapless pilot was not normally found in the colder climes, as he was on a cross-country flight. He had parked his plane at the FBO with the assurance that if there were any issues about ice or snow removal, the FBO would move the plane into a heated hangar for a few hours before departure. There was a bit of light frost/snow covering the airplane when the chilled-to-the-bone pilot arrived. The plane was hustled into the heated hangar as the pilot checked weather, filed his flight plan and paid his fuel bill. The plane was then pulled from the hangar, given a quick preflight, and the engine caught on the 3rd prop.

Denver Center gave a quick departure release, a short taxi for an intersection take off, and our teeth-chattering lad was enjoying the warmth of the heater climbing through 500 feet and punching on the autopilot. Do you see it coming? I hope so. The flight is smooth at 13,000, direct routing, and it was time to start down, power back, no, check that, let's leave full power and just trim it down for a higher ground speed. Whoa, what was that, the trim circuit breaker just popped. Well, no matter a quick hand on the trim wheel will get the nose slanting down a bit, hmmm, can't move the trim, confirming what the motor and circuit breaker also discovered. Punch off the autopilot to get that out of the way, and a gentle nudge on the yoke confirms the elevator appears to be welded in place. A quick peek to see if by some dumb chance the gust lock is still in place, hmmm, good preflight, no gust lock.

Now, Center needs a turn to a new heading and would like to give that altitude to someone else, so lose altitude now. Pulling back power solves the altitude request, but no joy on the new heading as the ailerons are also stuck. Our pilot has broken out in a sweat; a glance out at the wings reveals the most glossy covering over the aileron gap, it looked like a Zamboni had been wandering around out there on the back half of the wing. All the movable surfaces were literally frozen in place by the melted water from the heated hangar.

Unfortunately the plane had not been left in the heated hangar long enough to evaporate the water. The short taxi, take-off and climb had frozen the water in the cracks around all the movable surfaces. The story has an happy ending – our pilot declares an emergency, discovers that he can move the rudder just a little which provides for a bit of heading control, and the power serves to handle altitude control. He is on a very long straight in when, due to the lower altitude, the ice starts breaking up giving full controls back about 2 miles from touchdown.

The moral of the story is if you are going to de-ice an airplane using heat only, make sure it is dry before launching. De-icing fluid works even better, as it will not freeze if left on the surfaces.

Fly Safe!

Direct from the Director

Deer in the Landing Lights

—John Thomas, Airport Director

Many of you may have read the article in the Union Democrat that reported on the Airports Committee meeting held November 24th at which the issue of deer on our airports was discussed. Deer are a serious issue, especially at Pine Mountain Lake Airport where the deer population is large and the deer congregate



adjacent to the runway especially in the late afternoon and evening. Columbia Airport is fenced, but deer still get through gates that are left open. The deer at Columbia Airport generally hide in the brush around the campground but graze in the evening next to the departure end of 17 and on the new turf runway.

We have held 2 deer round-ups at Columbia in the last 3 weeks with the cooperation of local pilots, the Ag Department, AirMed crews, CDF and Wildlife Services. So far we have removed over a dozen deer and we will continue to work on deer removal until all the deer are out of the airport.

Everyone at Columbia Airport can do their part to help keep the deer out by making sure the airport gates are closed after you enter or exit the gate. We know gates have been left open for convenience or due to mechanical failure. To help keep deer outside the fence I am requesting that once you pull through a gate, you wait until the gate closes behind you before driving away. If the gate won't close, please notify my office and we will go fix the gate.

The deer issue at Pine Mountain Lake Airport is much more complex. Not only is there no fence around the airport, but also being a residential airpark, there are ponds, fountains, and green lawns that attract the deer. Compounding the problem is that some residents are feeding the deer! There is no doubt that the deer present a serious hazard to landing and departing aircraft and I have heard several accounts of deer hits and near misses. The cost of the deer damage to aircraft in recent years is several hundred thousand dollars. Fortunately, no one has been injured in any of the incidents.

The most obvious solution to the deer problem at Pine Mountain Lake is to fence the airport, but this alternative is also the one most resisted by the residents because they do not want an 8' high chain link fence between their home and the airport. Additionally, if the airport was fenced, each lot would have to have a gate, and gates get left open allowing the deer inside.

At the January meeting of the Tuolumne County Airports Advisory Committee, the deer issue will be discussed. I have invited Ron Anderson of the US Wildlife Services and Gary Caseri the Tuolumne Ag Commissioner to attend the meeting to discuss deer control alternatives. If you are interested in this issue, please plan to attend this meeting. It will be held Monday, January 26th at 1:30 pm at the Lorick Hangar.

CLASSIFIEDS and ANNOUNCEMENTS

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

LOST: Prescription sunglasses left at the Buchner hangar.

REMINDER: Please take your dishes and utensils home from the Buchner hangar following our potlucks.

FOR SALE

ψ **Immaculate, award winning 1936 Luscombe Phantom.**



This beauty (pictured above) is the only Phantom flying today. Only twenty-two of these magnificent aircraft were ever built. Visit www.WingsWheelsWatercraft.com for more photos and details. Call Kent Blankenburg at 209-962-4499.

ψ **1959 C-150 Project: \$6,500.** Call Rich McGlashan at 209-962-7928.

ψ **CFII Provides Flight Instruction**: Private, Instrument, Commercial, Flight Review, IPC & Mountain Checkout. Please call Linda Monahan at 209-962-5181.



ψ **ATC-610 personal flight computer and recorder**: Not a CD. Actual panel in full working condition, yoke, pedals, recorder, low altitude enroute plotting charts, and more. New price in 1977 \$10,000+.

Proceeds from best offer will go to Stumps R Us, non-profit charitable organization headed by PMLAA'er Dan Sorkin. Call Ron Wren 415-433-1040 for more details.

ψ **Lodging for PML-Bay Area Commuters**: Ken and Harriet's sons have graduated from college and moved out of the house. They've repainted and refurnished a bedroom with the idea of renting it to someone who works in the Bay Area but lives at Pine Mountain Lake. If you commute to the Bay Area for a few days each week and would like a room with a new bed and private bath, call Ken Codeglia at 408-447-4080.



Personalized Q68 Aviation Toilet Seat

(As seen at the Thanksmas Party)
High quality, patent-pending work of art that serves a functional purpose – keeping the lid down! Any sectional, terminal, or world aeronautical chart can be used, with customized add-ons available. Be creative! Great for homes, workshops and hangars. Contact Jerry at 962-6235 or email

Q68pilot@aol.com

ψ **Airport Lot #43 on Hemlock** Taxiway lot complete with topographical map and plans for a unique barn-style residence with attached lower level hanger. Contact Franz Wolf (805)630-9936

WANTED

ψ **Do you have Audio/Video Equipment** such as a CD player or video projector you'd like to donate to the PMLAA? This will help our multimedia guru Ken Codeglia finish building our Audio Video support equipment package without spending additional PMLAA dollars. Please call Ken at 209-962-6270.

ψ **Need hangar space** to rent at Pine Mountain Lake Airport to build my Glasair. Sean Brady: 209-962-0422.

ψ **Fighter aircraft pilot seat**. I'm starting a project to build an aircraft combat flight simulator and would like to locate a pilot's seat. Probably jet aircraft seat but haven't decided yet. Please contact me as I'm looking for ideas. Thanks. Ken Codeglia, 408-447-4080

ψ Help restore my memory – mine, not the computer's. I loaned my aircraft brake bleeder to someone. Was it you? Please call Rich McGlashan, 209-962-7928.

ψ We fell in love with Pine Mountain Lake and are looking for an empty taxiway-lot for later retirement. Give us a call or e-mail if you are thinking about selling your lot in the next 5 years, or know of someone who might. Contact Joe and Barbara. e-mail: Joe_Wuensche@hotmail.com, phone: 763-559-0179.

Our Sympathies

Mary Jane Brizzard died tragically in an auto accident Friday, December 5th. Our sympathies go out to Al and the rest of the Brizzard family

Diane Lynn lost her battle with cancer this month. The many people whose lives she touched will miss her. Our condolences to Jerry and his family.

Area Pilots Commemorate 100th Anniversary of Flight With Airborne Parade



In honor of the Wright Brothers' historic first powered flight a century ago, 119 pilots and passengers flew in 47 airplanes, ranging from a Piper Cub to a P-51, and 2 helicopters in an airborne parade. Beginning at Columbia Airport, these aviation enthusiasts flew over downtown Sonora, Twain Harte, Tuolumne City, Pine Mountain Lake Airport, Big Oak Flat, Jamestown, Murphy's and Angels Camp.

Tuolumne County Airports Director Jim Thomas, who gave a safety briefing and flight plan to all participating pilots, orchestrated the event. EAA President [Alan Wallace](#) provided his hangar. [EAA Chapter 1337](#) donated coffee and doughnuts and the [Tuolumne County Airmen's Association](#) printed the flight plans and maps for the adventure.

Before and after the parade, veteran pilot and historian Don Elder presented a slide show and historical account of the Wright Brothers' magnificent accomplishment from which the world has derived such enormous benefit. Mr. Elder, who has lectured on the Wright Brothers at many schools, graciously accepted my invitation to address PMLAA in 2004.





Upcoming Events

- January 3, 2004** **Dr. Ken Orloff**
Aircraft Accident Reconstruction
- February 7, 2004** **Captain Robert Goebel, Mustang Ace**
P-51 Adventures
- March 6, 2004** **Brian Shul "Sled Driver"**
Piloting the SR-71 Blackbird and Other Adventures
- April 3, 2004** **Commander Bill Thomas**
Adventures as a Navy Carrier Pilot & Weapons Testing Specialist

PMLAA Board Meetings are held at 7:00 p.m. on the Monday following each General Meeting unless otherwise noted.
The next Board Meeting will be January 5, 2004 at the home of the Buchners.

BOARD OF OFFICERS

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Vice President, Social Affairs	Conni Buhner	209-962-5750
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	Malcolm Milliron	209-962-4508
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The PMLAA News is available in html and pdf
format at www.PMLAA.org

General Meetings are usually held on the first Saturday of the month beginning at 6 p.m. at The Buchner Hangar (20885 Hemlock Street at the Southeast Corner of Woodside Way, Unit 12 / Lot 4) or other location as announced. Meetings are either potlucks or catered as noted. For potlucks, please bring enough food to accommodate you, your guests and a few more. PMLAA provides a 'no host' bar at most meetings. Coffee, paper plates & plastic utensils will be available, but feel free to bring your own service. Location and schedule are subject to change, so please check the most recent newsletter. Annual membership dues are \$20. We welcome your comments, questions and suggestions.