



Volume 26: Issue 4 • May 2011
A Publication of the Pine Mountain Lake Aviation Association

“Forty Years of Melmoths”

**Peter Garrison, airplane designer and columnist,
Flying Magazine**

May 7, 6:00pm at Kay Meermans' Hangar
(located on the south taxiway)

Harvard-educated in English and a pilot since he was 18, Peter Garrison is a self-taught aeronautical engineer who has written extensively on what makes airplanes work and how they can be improved. He is also an expert on the factors, both mechanical and human, that sometimes cause them to crash.



He has written for Flying Magazine since 1968 and currently contributes two monthly columns, *Technicalities* and *Aftermath*. He is known for his technical precision and engaging writing style.

The blend of theoretical understanding and practical experience Peter brings to his monthly *Technicalities* and *Aftermath* columns provides *Flying* readers with technical and operational information that is useful to aviators of all skill levels flying in all situations.

In addition, Garrison writes for *Smithsonian Air & Space* and for *Conde Nast Traveler*. Peter is also the author of several books, mostly on subjects related to

aviation, as well as computer software used in designing airplanes, boats, and other streamlined vehicles. He also consults on aircraft design questions.

When no production airplane satisfied Peter's desire for range, efficiency and a way to use up a lot of time, he designed and built his own and called it *Melmoth*.

Melmoth was an all metal, two-seat, low-wing, single engine monoplane. He flew it to Europe, Japan and South America before it was destroyed on the ground by an out-of-control Cessna.



Peter went on to design and build a replacement, the four-place, all-composite *Melmoth 2*, with retractable gear and a 200hp turbocharged engine.

Peter has a single and multiengine commercial license with instrument, helicopter, seaplane, glider, gyroplane, hot-air balloon and Learjet type ratings.

Peter will speak about the Melmoth planes he designed and built, the process, the technology, and how he achieved his design goals. Join us at Kay Meermans' hangar on May 7th to meet and learn from Peter Garrison. ♦

Final Notice:

Please pay 2011 dues NOW!
Dues are still only \$20 per household.
Any questions, contact Carol Simpson.

President's Message - Marle Hewett

OK, so I'm not the President until next year. I'm just filling in while Wayne and his bride Karen celebrate their 50th on the Big Island. Anniversary greetings to Wayne and Karen. We are blessed with their presence in our community and their commitment to our association. Thanks to Wayne, our association is experiencing a resurgence in activity, fun and interest this year. It's going to be a challenge to fill those shoes next year. Meanwhile, enjoy this year's fine list of speakers, our Airport Day activities, and a lot of fun fly-outs, despite the price at the pump.

Michael Collins, one of the Space Program's better known astronauts, once said the Astronaut Corps could use fewer engineers and more writers and poets. Our April meeting hosted well-known aviation columnist and author Lauran Paine Jr. Lauran warned us in advance that he doesn't give speeches; he tells stories --, and he didn't disappoint. Lauran has a very engaging, straight-forward, heart-and-soul way about him. It's reflected in his long running column "Plane Talk" (now renamed "Spirit of Aviation") in *EAA Sport Aviation* magazine, and we saw it Saturday night.

The quality of our speakers and their presentations remains through-the-roof this year: a hot-shot, high-flying recon pilot with a personality to match, a trio of rapid Reno air racers oozing testosterone and an inspiring aviation columnist and author. What's next? Read page one and stay tuned.

You might have noticed that Phil and Ken have a new state-of-the-art media system to support our presenters: no more spaghetti wiring. We've needed this upgrade for a long time. Thank you, Phil and Ken for researching all this, and thank you board, for approving the purchases unanimously.

Our speaker program would be impossible without the continued and enthusiastic support of our hangar owners: in particular, the Blankenburgs (gone, but not forgotten), the Buchners, the McGowans, the Benzings, the Peebles, the Gais, the Gaudentis, Kay Meermans and Carol Simpson. For the use of their hangars, our association is eternally grateful. Oh, by the way, we still need a hangar for our November 5th meeting. All other meeting dates are covered.

Speaking of Airport Day (October 1st), I'm in charge of the activities this year. I will be looking for volunteers soon, so don't be bashful. Also, don't forget the Young Eagles Rally at Columbia Airport on April 16th. Visit www.eaa1337.org for details.

Wayne has asked me to look into an old, but still "open" topic: liability insurance to cover our activities. Renie Leakakos, our Legal Counsel, brought this up at our first board meeting in January. I will be working with Renie on this. If any of you have any input (ideas, concerns, experience, opinions), please contact me.

A final note: twenty plus percent of us are still not up to date on our dues. We need to drive that number to zero. Now!

That's all folks. Wayne will be back next month. Happy flying.

Marle

Welcome New Members

We are delighted to welcome new members to PMLAA.

Nancy Jones
Yosemite Gateway Properties
962-5443
ggjones@goldrush.com

Don Montoya
962-7850

Jordan Matter
209-962-1973
matterhornsleds@yahoo.com
Jordan is a student who hopes to become a pilot someday. He is helping Ken and Phil with the AV at our meetings.

Lynn Uphagrove and Victor Niebylski
Hotel Charlotte
962-6455
hotelcharlotte@aol.com

April Meeting

If you missed the April meeting, you missed a great time. Guest speaker Lauran Paine, Jr. told aviation stories that were both inspirational and very, very funny.

Thanks to Norm and Patty Pebbles for the use of their hangar and congratulations to Larry Santa Maria on winning the 50-50 raffle. ♦



PMLAA VP Marle Hewett welcomes Lauran Paine, Jr.

Absolutely Positively the Last Chance

If you haven't paid your PMLAA dues, this is your last newsletter. It takes money to run this organization, so be a sport and pay your fair share. ♦

Volunteer Day at Camp Tuolumne Trails

May 7 is Volunteer Day at camp. Come at 8:00am and work with your friends on projects to get camp ready for summer. You'll be done at noon. It's great fun and really productive. Call 962-6336 to sign-up or for more information. The camp and the kids really appreciate your help! ♦

Safety Corner - Norm Peebles

How Many KEY Altitudes are there in Flying?

I was flying along the other day and looking at the three altimeters onboard. All three displayed different altitudes! So I wondered how important this instrument is to flying and how many altitudes are in VFR and IFR environments. Let's take a look at some of the key altitudes encountered in flight. These definitions have been shortened due to space. I refer you to your FAR/AIM for a complete explanation.

- **Altitude** - The height of a level, point or object measured in feet Above Ground Level (AGL) or from Mean Sea Level (MSL).
- **Pressure altitude** - The indicated altitude when the altimeter setting is adjusted to 29.92 in.Hg. (required above 18,000').
- **Indicated altitude** - The altitude shown on a barometric altimeter with the current local setting.
- **Minimum Safe Altitudes (AGL)**-(a) Anywhere the altitude allows for an emergency landing without undue hazard. (b) Over congested area - 1,000' above surface/obstacle within a radius of 2,000'. (c) Other than congested - 500' above surface/obstacle. (d) Over open water/sparsely populated areas can go below 500', but no closer than 500' to any person, vessel, or structure. **Helicopters**-may be operated at less than minimums in b. or c. above, as long as they don't create a hazard.
- **Aerobatic flight** - above 1,500'AGL.
- **VFR cruising altitudes MSL** (above 3,000' AGL) - East-odd thousand plus 500'. West- even thousand plus 500'.
- **Oxygen MSL** - 12,500'-14,000' no more than 30 minutes without oxygen, above 14,000' pilot on oxygen, above 15,000' all occupants on oxygen. Pressurized cabin aircraft have rules above FL240.
- **Airspace altitudes (Generally)** - **A**-18,000'-60,000' MSL, **B**-surface up to 10,000'MSL, **C**-surface up to 4,000'AGL charted MSL, **D**-surface up to 2,500'AGL charted in MSL. **E**-can be surface up to 18,000'MSL. **G**-can be surface up to 14,500'MSL.
- **IFR Altitudes** are depicted on approach plates and enroute charts. **Cruising altitude** are assigned by ATC. **Decision altitude/height (DA/DH)** - precision approach minimums. **Minimum descent altitude/height (MDA/MDH)**-non-precision approach minimums. **Minimum enroute altitude (MEA)**. **Height above Airport (HAA)**. **Height above touchdown (HAT)**. **Mandatory altitude (MA)**. **Maximum authorized altitude (MAA)**. **Minimum crossing altitude (MCA)**. **Minimum obstruction clearance altitude (MOCA)**. **Minimum reception altitude (MRA)**. **Minimum safe altitude (MSA)**. **Threshold crossing height (TCH)**. **Touchdown zone elevation (TDZE)**. **Off airway minimum altitudes**- Mountainous areas, 2,000' above highest obstacle within a horizontal distance of 4nm, all other areas 1,000' and 4nm.

Please think about the complexity of the altitudes we take for granted every time we fly. We need to plan our trips and think about the altitudes we will fly at and what impact they will have on our overall flight.

Be safe and have fun. ♦

Member News

Visit to Tracon, Sacramento

Eric Henderson arranged a super experience for EAA and PMLAA members in early April. Twenty-four people took advantage of the opportunity to see the inside of the tower and learn about ATC procedures and capabilities.

We visited one of the newest and most modern FAA air traffic control (ATC) facilities in the country. Our wonderful host, Victoria Rogers gave us a very detailed briefing for about 1 1/2 hours, covering everything from past and future of ATC technology, ADS-B and its roll-out time line. to details about the Norcal TRACON's sectors and coverage areas. Then we were able to enter the TRACON itself to listen and speak with the controllers as they worked live traffic.

We all learned something new during the tour, and many of us gained a new understanding of what happens on the other end of the radios. Someone said, "It was nice to be able to sit in the other guy's chair to see what they have to deal with..."



PMLAA and EAA members at Tracon

EAA Chapter 1337 Young Eagles

EAA is sponsoring a Young Eagles Rally at Columbia Airport on April 16 from 9:00am to noon. We need volunteer pilots and others to help register the kids. This is a great opportunity to share your love of flying with the next generation.

There are a few simple requirements for pilots:

- You must be a member of EAA
- You must have a current medical and current flight review
- You must carry Aircraft Passenger Liability Insurance

If you can help, please send an email to Ed Sunday at esunday@sbcglobal.net ♦

Planning Ahead: Oshkosh

EAA AirVenture – Oshkosh is July 25-31. Special events include musical performances by REO Speedwagon and country star Aaron Tippin, tributes to Burt Rutan and Bob Hoover, and the centennial of Naval Aviation. Oh yes, there will be a whole lot of airplanes too – including a display of Rutan-designed aircraft, the FIFI – the world's only flying B-28 Super Fortress, and the US Marine Corps Harrier. Check it all out at www.airventure.org. ♦

*From The Deputy Director
- Jim Thomas*

Spring is in the Air

It seems this winter has been longer than most; maybe it is because we have had to plow the airports several times this year. While working at the county airports I've found there are many interesting indications of the oncoming of spring, most of which people don't normally notice.

One of the most obvious indications of spring is the removal of the snow plow and studded tires from our four-wheel drive truck. Although taking the plow off is not much work, changing out four studded tires is not so easy. A sure way to create one more snow storm is to convert our plow truck to its summer configuration. Next week we will configure our truck for summer work, so I expect one more snow this season.

Each fall we winterize the Columbia Airport campground which basically means we turn off the water and drain the pipes so they will not freeze. When the days warm and we are confident we will not see any below freezing temperatures, we turn the water back on and clean up the campground for the fly-in campers. Last week we turned on the water and commissioned the hot water heaters; it was just in time. Yesterday we had our first fly-in campers.

The grass runway consists of two different grasses: a fescue grass which gives the runway its bright green color and Bermuda grass which is tough and resilient and provides a surface that can stand up to continual aircraft use. The fescue grass grows very slowly in the winter and the Bermuda grass goes dormant. However, once the warmer weather hits, both grasses sense the arrival of spring and begin to grow like crazy. So, out comes our mower and several months of grass cutting begins. Yesterday was the first time this year we mowed the grass runway.

Two days ago Air Tanker 88 came in and landed, turned around and then immediately took off. When this happened I got up from my chair and proclaimed out loud "It is the first day of spring," because the beginning of the Cal Fire air tanker training is a sure sign that our fire season is just around the corner. So far we have had both the Air Attack (OV-10 Bronco spotter plane) and two air tankers (S2-T) make training flights into Columbia Airport. Neither the Air Tankers nor the Air Attack aircraft will be based here until the start of their contract which is June 15th, unless the fire season comes early.

Does this mean the first day of summer is the first day the Cal Fire planes begin their operation out of the Tanker Base? ♦



2011 Meeting Calendar (subject to change)

Date	Program Location
May 7	Peter Garrison, Flying Magazine Kay Meermans' hangar
June 4	Ramona Cox: Back Country Flying Simpson hangar
July 9	Dick Van Grunsven: Van's Aircraft McGowans' hangar
August 6	Dr. Michael Higgins, Flying Adventures Block party at Barbers and Margraves
September 3	Janice Brown, Solar-powered Aircraft McGowans' hangar
October 1	AIRPORT DAY! PML Airport
November 5	Stan Stokes, Aviation Artist Location: TBA
December 3	PMLAA Holiday Party Buchners' hangar

Next Meeting:
May 7th at Kay Meermans' hangar

Real Estate Deal!



Al Halluin's estate has dramatically lowered the price of Al's beautiful home and large hangar. This high-end 3200 sq. ft. taxiway home on almost an acre is now just \$570,000. Please pass the word or call Bruce Rossio for more details. ♦



Pine Mountain Lake Aviation Association

2011 Membership Application for New Members, Renewals & Updates

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.

- Annual membership dues are **\$20.00** per household, payable Jan 30, 2011.
- PMLAA Name badges are **\$8.00** each.
- Please send your membership check to PMLAA, P.O. Box 131, Groveland, CA 95321.
- Monthly Meetings: normally held the first Saturday of each month. Please refer to the latest issue of the *PMLAA News* or visit *pmlaa.org* for more details.
- The membership roster (with information from this form) is distributed to members in the spring.
- NOTE: Renewing members: Please only mark information changes on this form.

Which information, if any, do you want published in the roster (the roster is mailed only to members and NOT published on the internet)? Check the info you agree to have published:

Street Address _____ Phone _____ email address (es) _____

Check one: Would you like to receive your newsletter by mail? _____ or by email only? _____

Date: _____ Circle one: New Member / Renewal No Changes / Renewal with Changes Below

Name(s): _____ & _____
(Please print name(s) as you want them on your badges)

Mailing Address: _____ City: _____ State: ___ Zip _____

Local Phone: _____ Alternate phone: _____

Email Address(es): _____ & _____

Aircraft Make & Model _____ N# _____

Certificated pilot since (year) _____ FAA Cert/Ratings _____

Circle any aviation jobs you have held: Airline Pilot / Crew, Flight Attendant, CFI, Corporate Pilot, Military pilot/crew, FAA, A&P Mechanic, IA, Lineman, Engineer, Air Traffic Control, Other: _____

Details: _____

Other Aviation Interests: _____

Military Experience: _____

2011 Annual Dues

\$20.00 per family \$ _____ + _____ badges @ \$8.00 each = \$ _____ enclosed

Mail this form and your check to PMLAA, PO Box 131, Groveland, CA 95321. Thank you!



PMLAA OFFICERS – 2011

OFFICERS

President: Wayne Handley 962-7868
VP: Airport Affairs: Marle Hewett 962-0701
VP: Social Affairs: Kathy McConnell 962-5854
Secretary: Charleen Beam 768-6151
Treasurer: Kay Smith 962-6986

COMMITTEE CHAIRS

Speaker Coordinator: Allen Craig 962-6757
Fly-Out Coordinator: Ken Helling 962-7597
Safety: Norm Peebles 962-1990

COMMITTEE CHAIRS - CONTINUED

Property: Ed Peters 962-6267
Multimedia: Ken Codeglia 962-6270
Phil Hickerson 962-6714
Membership: Kay Smith 962-6986
Roster: Carol Simpson 962-0943
Legal Counsel: Renie Leakakos 532-1958
Webmaster: Silvano Gai 962-6378
Newsletter Editor: Virginia Gustafson 962-6336
Newsletter Publisher: Frank Perry 962-0728
Airport Director: Jim Thomas 533-5685

PML Aviation Association

PO Box 131
Groveland, CA 95321

Next meeting: May 7

Pay your dues now!