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April 7th – Einar Enevoldson

NASA's High Flying Test Pilot and Current Sailplane World Altitude Record Holder

presenting

"Soaring Beyond the Clouds"

at 6:00 PM at a pot luck at Norm and Patty Peebles' hangar

Our April speaker is Einar Enevoldson. Currently retired from NASA, but still flying at 79 years young, Einar is hot after his own sailplane world altitude record of 50,724 feet. In 2006 Einar set the record with Steve Fossett far south in the Argentine Patagonia above the Andes mountains in the wind field of the stratospheric polar night jet. Now, Einar is shooting for 100,000 feet. Yes, it's possible says Einar under the right conditions in the right location with the right machine.



Einar was born in Seattle in 1932. He received a B.S. in Mechanical Engineering and an M.S. in Aeronautical Engineering from the University of Wyoming.



Einar served as a jet fighter pilot and test pilot in the US Air Force at Edwards AFB in the late '50s. In 1959, he was awarded the DFC for his record flights in the F-104 Starfighter. Later he served as an exchange officer with the Royal Air Force where he was a test pilot on the Hawker Hunter, Electric Lightning and Javelin fighter aircraft at Farnborough.

In 1968, Einar joined NASA where he was involved in numerous programs as a test pilot with the Dryden Flight Research Center. He was awarded the NASA Exceptional Service Medal for his work on the F-111 Supercritical Wing Program and a second NASA ESM on the F-14 stall and spin test program.

In 1988, Einar retired from NASA and became chief test pilot for Grob in Mindelheim, Germany.

He set an absolute altitude record for turboprop aircraft in the Grob Egrett in 1988.

Einar has been over 50,000 feet in 14 different types of aircraft and may hold the record for longest time between record flights – 48 years.

After retiring from NASA, Einar developed the meteorological basis for the Perlan Project, obtained funding from Steve Fossett, supervised construction of Perlan based on a Grob design, and broke the existing sailplane altitude record with Steve on board. He is now designing Perlan II, and the rest you will hear about on April 7th. ♦



President's Message by Marle Hewett

I like the idea of bringing in local speakers who've lived a long life connected in some significant way to our aviation heritage. We do well by hearing their stories. Eric Henderson, my VP and your president next year, reminded me some time ago that there are probably many such stories to be told by people pretty close by; that maybe we don't have to go to "Timbuktu" to find interesting speakers. Point well taken.

Bill Behrns was such a speaker. About as local as you can get, he lived his dream of flying P-38s in the Army Air Corps after attending an air show in Modesto in 1940. His life brought him adventure and purpose in a far away land a long way from the farming fields of his youth. We wish you and your bride, Cheryl, continued good health, Bill.



Well, finally, the Blankenburg compound sold. The new owner is a high flyer with a stable full of fast planes. Lee Behel has taken over the premises. No sooner was he in than an army of PMLAA regulars descended to help him clean things up a bit. Out went, well, a few left-overs from the previous administration. Hanna Bodle remarked to me, that Helping Hands would never be the same.

Thank you, Lee, for opening your new hangar and hosting this month's meeting. We all look forward to welcoming you to our aviation community.

Our next speaker is also a high flyer. Einar Enevoldson is a long time friend and colleague, and one of a distinguished list of retired NASA Dryden test pilots. Over the years he specialized in very high altitude flight testing even though that was never his intent and now, in retirement, he set the world altitude record in sailplanes a few years ago and intends to nearly double that record in the near future. Don't miss this one. Norm and Patty Peebles will be our host.

We'll begin putting together a team for Airport Day soon. The very tentative date is October 6th. I will be asking our local EAA chapter to repeat the very successful Young Eagles' event we had last year. In addition, we have another super car to compete against Michael's or Wayne's Extra in the airplane-car race. I'm keeping the owner's name secret. ♦

Good News

Our March meeting was a big hit. We were in a hangar we'd been in before, but hardly recognized. Our host was the wonderfully generous new owner of what used to be the Blankenburg's hangar—Lee Behel. *He just* moved in a few days before our meeting, but was immediately integrated into the community. The Craigs and the Sloans organized a group to help him clear things out. His happy grin said it all at the aviation meeting when he bounded up to the microphone to thank all who had helped. He and his airplanes are welcome additions to PMLAA life.

Linda Craig got us off to a good start with our cleanup procedures. With her inimitable good cheer she reminded us to bus our tables and recycle cans and bottles. You all responded magnificently. Yea!

April Meeting has a new venue: We will be in Norm & Patty Peebles' hangar this time. We are so lucky for their flexibility and can-do attitude.

Danielle Coelho Solos

Another member just completed step one toward her private pilot's license. WOW! Congratulations, Danielle. Once again Larry Jobe was the joyous instructor.

We are experiencing a wonderful flow of ladies taking to the air in the Flying Club this year.



Kudos to Larry also for driving to Stockton for our March meeting to pick up our speaker Bill Behrns and his lovely Cheryl. Then Larry drove

them back home after the meeting!

Ken Harnish is up and about! What terrific news that is. Marilyn is grinning from ear to ear and Ken's impish sense of humor is back in business. And he bought a new laptop, too. So we hope to see him at Aviation when he's ready for hundreds of hugs.

From The Airports Manager

by Jim Thomas

More Residential Through-The-Fence

In my last article in the PMLAA News, I talked about the history and status of the FAA's Residential Through-The-Fence (RTTF) policy. Since that article, the President signed into law on February 14, 2012, the FAA Reauthorization and Reform Act of 2012 which contains specific Through-The-Fence language. Now the County has to comply with the new "law" and FAA "policy" in order to be eligible for FAA Airport Improvement Program grant funds. I think the FAA is going to have to revise its "policy" on RTTF so that it complies with the new "law".

The passage of the FAA Reauthorization and Reform Act of 2012 should not slow the County's effort to address the RTTF issue and reach an agreement on airport access with the Airport residents, but I do think the FAA may be slow in accepting any "Access Plan" the county submits.

The two big issues the FAA has had with the Pine Mountain Lake Airport are; (1) that the airport residents and their fly in guests don't pay an airport access fee and, (2) that most PML residents have unrestricted access to the airport. The newly passed legislation requires airport sponsor and a property owner have a written agreement prescribing the rights, responsibilities, charges, duration, and other terms the airport sponsor determines necessary to establish and manage its relationship with the property owner. The agreement shall require the property owner, at minimum, to pay airport access charges as determined by the airport sponsor, comparable to those charged tenants and operators on the airport making similar use of the airport. Additionally, the property owners shall also bear the cost of building and maintaining the infrastructure as determined by the airport sponsor, necessary to provide aircraft located on the private property adjacent to or near the airport access to the airport. For the actual wording of the legislation, search the internet for "Conference Report on HR 658".

Prior to passage of the FAA Reauthorization and Reform Act of 2012, the FAA required an "Access Plan". The new legislation requires a written agreement between the property owner and the County. We do not know whether the "Access Plan" will still be required per FAA policy. The County certainly doesn't want to commit money and resources to develop an "Access Plan" if this requirement is going to be dropped. Regardless of whether an "Access Plan" is required, the County will

draft an agreement between the residents and the County. The preparation of this agreement will follow a public process including public input at the Airports Advisory Committee meetings, at public workshops, and at public hearings at the Board of Supervisors' meetings. ♦

Safety Corner

by Norm Peebles

Collision Avoidance

We just had a midair last month near Byron airport between a helicopter and a Bonanza. That hit close to home for me since I flew helicopters in the Army and I fly my Bonanza today! They were lucky no one was killed.

We all know about the danger. We've been taught about it since we first started flying, but a little review won't hurt. The above accident took place at night, but most midair collisions occur in visual meteorological conditions, during daylight hours, at lower altitudes and near airports. Let's review.

See and Avoid (FAR 91.113) is the major premise that collision avoidance is based upon. It is recommended that we spend between 65%-75% of our time looking outside during flight.

Increase Visibility: Make your aircraft as visible as possible. Turn on your lights. Use your landing light during departure and landing.

Flight Following: Use ATC whenever you can for traffic advisories. It's an extra pair of eyes, but remember, they will sometimes miss traffic, especially those without transponders.

VFR Cruising Altitudes are designed to help avoid others, but remember they will be climbing and descending through your altitude.

Avoid Parachute Areas: These can be very dangerous. The parachutes don't have transponders and the jump planes come straight down after their drop. Be careful.

Other Steps: Wear sunglasses. Program avionics on the ground. Ask passengers to help scan for traffic, Clean your windshield.

New technology such as TCAS and the new ADS-B will help identify aircraft near you, but only if the other aircraft has a transponder and it's working. These units are expensive and will be slow to enter the small GA aircraft market. So it's up to you to continue to use the Mk 1-A Eyeball and fly safe. ♦



2012 Meeting Calendar

Date	Program	Location
April 7	Einar Enevoldson, NASA test pilot "Soaring Beyond the Clouds"	6:00pm—Pot Luck at Norm & Patty Peebles' hangar
May 12	Dr. Ken Orloff, Recent Accident Case Studies	6:00pm – Pot Luck at Carol Simpson's hangar

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