



Volume 28: Issue 3 •
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Pine Mountain Lake
Aviation Association

Pemberton Aerosports to Speak on April 6th!

Where: The Benzing's Hanger at **6:00 PM** April 6th 2013

Our very own Rex and Melissa Pemberton have created one of the most unique husband and wife airshow performances in the world! Their individual stories are remarkable on their own, but together they're a force on the world stage of airshows on all continents.

On 31 May 2005 Rex made history by becoming the youngest Australian to climb to the summit of [Mt Everest](#), after raising in excess of \$100,000 to support his dream. Having delivered significant Return on Investment to his sponsors, Rex raised a second 100k of funding to support his successful quest becoming the 3rd youngest person in the world to climb the highest [mountain](#) on all seven continents.

Rex is not only an athlete, he is also a [keynote speaker](#) and [facilitator](#). Rex has delivered over 400 corporate presentations to over 50,000 people across 7 [continents](#). His client list includes global companies, corporations like Commonwealth Bank, St George bank, Panasonic, Flight Centre Hewlett Packard, Seagate technologies, Genentech and Google. If that isn't enough; Rex is also a world-class skier, sky diver, and a new FAA licensed pilot.

Melissa was introduced to aviation and aerobatics by her flying grandmother in a Cessna 150 Aerobat - the same airplane she took to EAA [AirVenture](#) as a newly minted private pilot in 2002. During her



2003 trip to Oshkosh, Melissa saw the "[Stars of Tomorrow 2003](#)" program, sponsored by [Sean D. Tucker](#) and [Mike Goulian](#). They mentored six future air show pilots to start the new program and introduce young talent to the Oshkosh AirVenture audience.



Inspired by the program's outreach to young pilots, Melissa returned to college at Embry-Riddle Aeronautical University in Arizona with a determination to learn and compete in Aerobatics. In less than one year under the coaching of Sergei Boriak and the mentoring of Wayne Handley, Melissa went from first-time Aerobatic Contestant at the Sportsman Level to Third Place Overall in Intermediate at the 2004 U.S. National Championships (1st place Unknown, 2nd place Known, 3rd place Freestyle) and began to fly her first airshows. On October 26, 2004, Sean D. Tucker invited Melissa to be one of three pilots chosen for the "[Stars of Tomorrow 2005](#)."

After competing at the Advanced level with her Pitts S-2C Melissa received delivery of her new Zivco Edge 540. In the summer of 2006 she began competing at the Unlimited level in which she placed 1st at her first competition of the season. Melissa became the youngest female ever to be a member of the US Unlimited Aerobatic Team at the 2006 Nationals, and repeated that prestigious qualification again in 2012.

Safety Corner

By Marle Hewett

Situational Awareness at E45

Yes, there's a wonderful feeling of independence that goes with flying at an uncontrolled airport, but individual responsibilities go with that independence. Constant situational awareness is major as well as precise, concise and correct radio communications.

As with most uncontrolled airports, we have a significant number of low time pilots even some student pilots flying around who can easily become mentally overloaded. And then there's a large population of old codgers (like me) who experience lapses in mental acuity on occasion. In addition, we face other "threats" to our safety, including a roving deer population, a rather skinny runway with little overrun, unfriendly surrounding terrain and a stable of airplanes that spans a wide range of performance capabilities.

So... it behooves us all to do our best to communicate to decrease the confusion of others. Keep in mind that correct communication and pattern work enhance situational awareness.

Here are some communications / procedural dos and don'ts. When communicating, speak slowly and clearly. Be concise (no dissertations). Think about what you are going to say before you key the mike and pause for a split second before you speak. If you don't understand someone else, ask them to "say again".

Keep your eyes out of the cockpit while taxiing. Don't be fiddling with the GPS or DG or any other cockpit devices. Roving deer can be a threat even during taxi. Complete your takeoff checklist in the run-up area.

As you line up for takeoff, scan the runway closely for deer. Take your time with this. We get an average of one deer strike a year at E45. Our fence has succeeded in concentrating the deer crossings to the midfield taxiway, but there's no guarantee and they usually cross in herds. If you see deer trapped between the runway and fence, you might consider delaying your takeoff until they find their way "out": it's one of the "downsides" of that fence. Be especially mindful in early morning or evening hours when the deer are out-and-about.

Announce that you're taking the runway prior to taking it and mention which runway it is: "taking the active" doesn't cut it. "Active" is a term used at controlled airports. Give the direction of departure, and if you're going to turn after departure, announce

the direction of the turn. If you plan to make a downwind departure, keep in mind that you might just meet someone head-on who is making a downwind entry for landing on the opposite runway and s/he may not be tuned to the correct frequency, etc.; it's a setup for a mid-air on an airport (like ours) where the published landing patterns are on the same side of a runway.

Coming home, announce when you're ten miles out. Call "x" downwind for runway 'y' PML", "x" turning base runway 'y' PML" and "x" final runway 'y' PML". On final, scan the runway for deer and be prepared to go around; you are not committed to the landing until you touch down. Practice that once or twice at altitude: it will take a lot of right rudder in most single engine recip.

One more thing: Our light winds usually permit landings in either direction so it's common for someone to be rolling on 9 while someone else is setting up to land on 27. That's just the way it is. Safe flying!

President's Message

By Eric Henderson

This a short message from me this month due to the great response we've had from all the newsletter contributors. I would much rather write less, and provide you with great articles from our members and our wonderful new editor, Susie Williams.



Brigadier General Cardenas and Friends

I must say as a new PMLAA president that I have been impressed with the level of participation the membership and all of the dedicated regular volunteers every month. There was a tremendous response by everyone this past meeting with potluck participation – the food was fantastic! The setup and cleanup gang continue to do the unspoken "real" work to set things up, make sure things are put away correctly and our host hangers are clean when we're done. Phil and Ken continue to impress our guests with their on-going professionalism. And there's more....

(President's Message, continued)

There are repeat members that continue to open their home for us every month that really deserve our thanks from each one of us. I challenge every member to personally thank our host and hostess at each monthly meeting for opening their home and hangar to us. It means a lot when it comes from each of us personally. Lastly, I would be remiss if I didn't mention members like Yuni and Alan Gaudenti who continue to quietly provide, at their own expense, transportation for our guest speakers. Making sure we have speakers like General Cardenas last month takes a village, or some great villagers that step up. Wasn't he amazing!

PMLAA Action Hero: Wayne Handley

By Janet Gregory

Flying has always been the main theme of Wayne Handley's life. As a boy, he was fascinated with flying and would chase the crop dusters on his bicycle.

It wasn't until Wayne went off to Hartnell College in Salinas, CA that he joined a flying club and got his first flight. It was in an Aeronca Champ. College kids are cheap and flying is expensive. At the time aircraft rental was \$2.50 per hour and fuel at 37¢ per gallon. To make matters worse, instructors were twice the cost at a whopping \$5.00 per hour! Yikes!

Next to learning to fly, the best thing about college was that Wayne met Karen. After graduation, he focused on a military flying career. Wayne (with his dry sense of humor) says the Navy "lowered their standards" which allowed him to join the Navy flight program.

In the Navy, Wayne had his sights set on a fighter unit and flying the F4 Phantom. Wayne did his due diligence. He weighed the options of good pay crop dusting against the "opportunity" to go to Vietnam ... and crop dusting won the toss. So, after 5½ years in the Navy, Wayne launched a 25-year career that started as a crop duster, turned into a business with a fleet of airplanes, owned its own airport and resulted in the **National Agricultural Aviation Hall of Fame** award.

All work and no play is just not Wayne. Friends were flying in aerobatic competitions and encouraged him to try it. Wayne thought "this can't be that difficult;" he had 17,000 hours at the time! There were 21 aviators in his first competition. Wayne finished 19th. Some kid with 200 hours came in 4th. Huh?

Wayne wasn't going to let that happen again so he marked out an aerobatic competition box on the

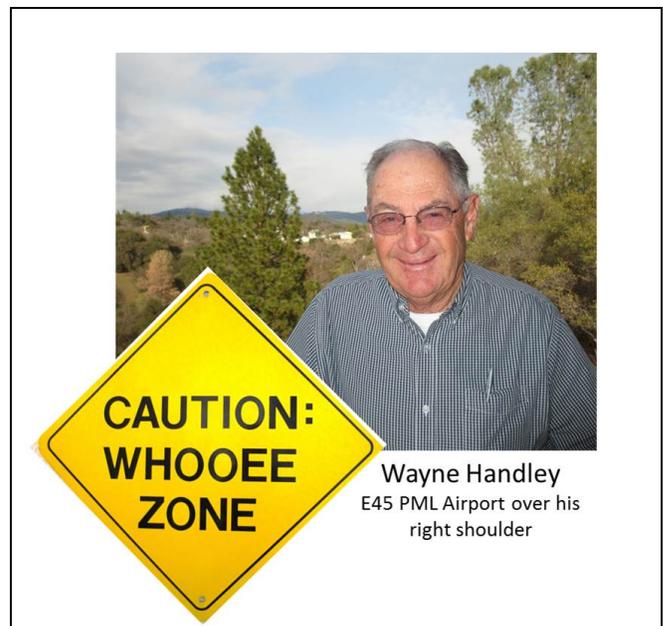
ground and practiced EVERY day. Most competitors got to practice only twice a week, at best. He got good at it and began winning lots of competitions. Wayne started doing some local air shows along the way. Those were really fun. He got paid to fly and everyone smiled, cheered and patted him on the back. This launched Wayne's aerobatic career. Wayne predominantly flew solo acts; his outstanding performances earned him the prestigious **International Council of Airshows Hall of Fame** award.

TWO TIME HALL OF FAMER! Wayne teaches aerobatics now. People come from all over the world to learn from him. Unusual attitude recognition and recovery are his specialties.

In 1999 Wayne was in an aviation accident. He spent 9 days in the hospital, 6 of those in ICU. He wanted to get back in an airplane right away and within 3 weeks took his first flight, wearing a back brace and 3 inches shorter.

Wayne and Karen love their 6 years at PML. Their first introduction was in the 70's when PML was brand new. The move to PML started 8-9 years ago when they stopped at the airport for fuel. Someone came up and told them there was a \$25 landing fee, but that it would be waived if he would make a low and fast pass (ostensibly to clear deer off the runway). That fun attitude sold them on the community.

Wayne has an understated pride in his accomplishments with no big ego ... even if he lives in the WHOEEE Zone (**Wayne Handley Ostentatious Order of Enormous Egos!**)



Meet Your PMLAA Newsletter Editor

By Susie Williams

With a couple of newsletters now under my belt, it's time to step from the shadows and say Howdy to everyone. I'm your new neighbor on the back taxiway at Pine Mountain Lake, having purchased a home from Ken and Lynne Orloff last fall. I'm in the process of completing a few painting projects and will move up to Groveland permanently in mid-April. My decision to leave the Bay Area after 20 years in Silicon Valley was easier than I thought- I had stayed a few extra years to take care of my elderly father, and with his passing I'm now free to move about the country, to steal a line from Southwest Airlines. What better place than a pilot's paradise to call home? My challenge will be to keep in touch with my Bay Area friends and family while meeting a whole new family of friends. I'm up for the task.

I've only been a pilot for a few years, but have flown between the Bay Area and Kansas twice, traveled up to Montana by way of Portland, and had a fantastic ferry flight with my CFI as I picked up my new-to-me 2000 Cessna 172 in San Antonio, TX. My favorite memory from the trip home was the detour we took over the Grand Canyon. It was breathtaking! I fly for the views and the adventure of discovering the next neat airport or stunning view just over the horizon. I love to take photos of my travels too- aerials as well as landscape photography. Look for a picture or two of mine on these pages throughout the coming months.



Grand Canyon via Cessna 172

When I'm not working or painting rooms in the house, I run a website for Cessna 172 owners and enthusiasts. The site is www.cessna172club.com and membership is free. We've got over 4000 members and counting, with an annual fly-in at

KWLD, Strother Field in Winfield Kansas in mid-June.

I am looking forward to meeting everyone and to learning from the extensive wisdom of this wonderful group. I have 370 hours in my logbook and am working on finishing my instrument rating, then might continue to get my Commercial rating. I'm gearing up for my next mid-life crisis... after years working in the software field (as everything from a programmer to a technical writer to a sales engineer, manager, and now post-sales implementation consultant) it's time to find the Next Great Thing. Whether it will be aviation-related or something else, I'm looking forward to discovering what's on the horizon for me in a couple of years. In the meantime, I'm just looking for that next great view.

In Memoriam – Bob George

By Larry Jobe



***Bob taking a flight for his 90th Birthday
(photo by Jerry Lynn)***

Bob George, long time resident of Groveland, passed away at his home on February 28, 2013. He was 91. A naval aviator during WW II, he flew Dauntless Dive Bombers in the Pacific. Bob moved to Pine Mountain Lake shortly after it was sold out by Boise Cascade. He was a contractor/builder and is responsible for many of the homes existing in Pine Mountain Lake today. Bob continued his flying out of Pine Mountain Lake as the proud owner of a Cherokee 140 and was a charter member of the Pine Mountain Lake Aviation Association. He hiked extensively in the Sierras well into his late 80s. Known to have a very sharp mind and to be a treasure trove of history on Pine Mountain Lake, he will be missed by all his friends.

*From the Airports Manager
by Jim Thomas*

Residential Through-The-Fence Update

It has been a while since I wrote about the status of the Residential Through-The-Fence issue at the Pine Mountain Lake Airport. As most of the residents know this is an ongoing issue which will impact many airports across the United States. This issue basically is about the FAA's requirement that the residents of an adjacent airpark have an acceptable (to the FAA) written agreement with the airport owner (Tuolumne County in this case) in order to qualify for FAA Airport Improvement Program (AIP) grants. The AIP grants are typically used to fund major airport improvements like a runway overlay, taxiway overlay, ramp rehabilitation, airport lighting rehabilitation, etc. Currently, airports with Through-The-Fence operations and without FAA approved agreements are ineligible for AIP grants.

In February, 2012 Congress passed the 2012 FAA Reauthorization and Reform Act which included the following language in Section 136:

IN GENERAL.—Subject to paragraph (2), a sponsor of a general aviation airport shall not be considered to be in violation of this subtitle, or to be in violation of a grant assurance made under this section or under any other provision of law as a condition for the receipt of Federal financial assistance for airport development, solely because the sponsor enters into an agreement that grants to a person that owns residential real property adjacent to or near the airport access to the airfield of the airport for the following:

(A) Aircraft of the person.

(B) Aircraft authorized by the person.

This language was contrary to the existing FAA policy on Residential Through-The-Fence so the FAA withdrew their Policy and issued a draft of their revised Policy for public comment. The document that presented the FAA's draft Policy is Compliance Guidance Letter 2012-XX. In an atypical move, the FAA asked for comments on the draft Policy. Comments were submitted, however the FAA's final Policy on Residential Through-The-Fence operations has not yet been released.

The FAA is providing no funding for airports to address the Through-The-Fence issue so all the work (past, present and future) must be funded out of the Airports Division budget. Additionally, since the access agreement between the County and the residents will have to comply with the yet to be released FAA Policy, it is risky at best to even draft any agreement. So, the bottom line is that work on resolving the RTTF issue is currently on hold pending the issuance of the FAA's Policy on RTTF.



Runway 9 VASI By Jeff Benzing

*From the VP Social Affairs
by Catherine Santa Maria*

Spring has Sprung!

Well, finally the weather is warming up and we can celebrate the wonderful wildflowers of spring. The green is back in our foothills the oak trees are coming out and on April 6th which is our next Aviation meeting we will all be done with our Easter celebrations. Spring is one of the most beautiful times of the year and a good time to come to the next Aviation event. If you have run out of ideas on what to bring how about green eggs and ham!! Seriously, you can make a lot out of eggs and ham. So be creative and we will see you there.

Thank you thank you the food at our March event was so good and plentiful that the folks attending cleanup on the next morning were complaining that they were too full to eat another bite. GREAT JOB ALL!!

March set up and take down were completed in record time thanks to all of you who showed up. Set up will be at 10:00AM at the hangar on the day of the event and clean up will be at 10:00AM the following morning. Come one, come all and help set up and take down for this wonderful event.



2013 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
April 6	Pemberton Aerosports	6:00PM Location Benzing's Hanger
May 4	Marle Hewett, RedBull STRATOS	6:00PM Location Peebles Hanger
June 1	NASA Astronaut Robert Kimbrough	6:00PM Location McGowan's Hanger

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