



Volume 30: Issue 8 ●  
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Aviation Association

**George Marrett**  
**Saturday, November 7<sup>th</sup>**  
**McGowan's Hangar at 6:00PM**



George Marrett was born in Grand Island Nebraska in 1935. He graduated from Iowa State College and was commissioned in the Air Force, obtained his wings in 1959, and spent four years in the 84th Fighter Interceptor Squadron flying the F-101 Voodoo. From there he was selected to the USAF Aerospace Research Pilot School (Test Pilot School) at Edwards AFB where he flew the Air Force Century Series Fighters. After graduation he was assigned to Test Operations at Edwards as a test pilot flying just about everything in flight test including the F-111 Aardvark, the F-4 Phantom and the F-5 Freedom Fighter.

Between 1968 and 1969 George flew 188 combat missions in Vietnam, mostly rescue missions flying the Douglas A-1 Skyraider at Udorn and Nakhon Phanom Thailand. During that time he logged 600 combat hours in the air and was awarded the Distinguished Flying Cross with two Oak Leaf Clusters and the Air Medal with eight clusters. He named his particular A-1J "Sock It To 'Em"; the plane was later shot down by ground fire after George had left.

In 1969 he left the Air Force and joined Hughes Aircraft as an experimental test pilot flying the F-14 Tomcat, the F-15 Eagle, the F-16 Fighting Falcon, the F-18 Hornet and the B-2 Stealth Bomber.

George is a successful and distinguished aviation author with nineteen published articles and short stories in a variety of aviation magazines and four books. "Cheating Death: Combat Air Rescues in Vietnam and Laos", "Howard Hughes: Aviator", "Testing Death: Hughes Aircraft Test Pilots and Cold War Weaponry" and "Contrails Over the Mojave: The Golden Age of Jet Flight Testing at Edwards Air Force Base". George is a storyteller.

Today George and his Nebraskan wife of 56 years, Jan, live in Atascadero, CA. George still flies; he is one of the founders of the Estrella Warbird Museum at Paso Robles airport and he is a Fellow of the Society of Experimental Test Pilots.

**INSIDE: 2016 Dues are due! Holiday Party Reservations are due!**

## *President's Message*

*By Catherine Santa Maria*

2015 Community Airport Day was a huge success! The subcommittee chairs, Mike Gustafson (Ramp Boss, etc.), Wayne Handley (Flour Bombing, Spot Landing, Missing Man Formation, etc. etc), Paul Purifoy (Announcer), Jim Mead (Announcer), Phil Hickerson (Audio Visual) , Kathy McConnell (Snack Bar) , Jim Thomas (Safety Officer), Ed Peters (Equipment), Kay Meermans (Hangar, etc.), and Dale Mueller (Air Boss), did an outstanding job in assuring the day went off without a hitch. And remember these subcommittee chairs had a huge group of our members working alongside them to handle all of the various jobs that needed to be done including set up on Friday and clean up on Sunday, a true Aviation weekend. One of the most touching moments during the event was the Missing Man Formation in honor of our deceased member Dr. Carol Simpson who left us for new Horizons during the week. She will be missed by all. Mike McEvoy did a wonderful eulogy about Carol AKA Carl as she was known at the Boys Club at the evening event.

The evening event started around 5:30PM at Kay Meermans' Hangar and we had the Foggy Memories Band to entertain us throughout the evening. The music was very enjoyable and there were several members dancing. Many thanks to Charlene Beam and Joe Riley for hosting all 18 of them at their Cub Inn and to Kay for allowing us once again to use her beautiful hangar. The evening pot luck dinner was outstanding with a little help from Kentucky Fried Chicken and Kym Purifoy who drove all the way down to Sonora to pick it up. Great job Kym. We were all happy to have Kay Smith back at the welcome table- welcome home Kay!

Wayne Handley announced the Flour Bomb and Spot Landing winners: They were Bonnie Ritchey and Susie Williams for Flour Bomb and Dan Grimes for Spot Landing. Wayne was looking for those trophies and they have been located in Susie Williams's Hangar so the search is over. Congrats to all.

Mike Gustafson thanked his entire crew and the pilot's and car drivers that participated in the races. We had three races: The Ladies Race-Judy Collier in her Corvette racing against Bonnie Ritchey in her "Pitts", The Grudge Race-Mike Gustafson in his home built "HotRod" against Michael Thoben in his Red Waco, and The Top Gun Race-Wayne Handley in his Extra against Randy Burke in his Red Fire Corvette. The Crowd was enjoying every minute of these three races.

Danielle Coelho sold our newly released 2016 calendars all day and most of the evening and has only 19 calendars left out of 100. We collected over \$1000 just on calendar sales for the day. She will be at the November meeting as well so if you did not get your calendars yet be sure and see Danielle. In addition, Paul Purifoy will be auctioning off the autographed copies; these are for the collectors in the group so don't forget to bring your checkbooks.

## *Social Column*

*By Kym Purifoy*

**A**irport Day was a great success. Thank you to all the workers that day & evening. You know who you are, & how much we appreciate you. Please bring your favorite comfort food to the November meeting.

<http://www.southernliving.com/food>

Holiday Season is fast approaching. Time to bring out those ugly Christmas sweaters. Our Christmas Celebration theme this year is "Ugly Christmas Sweaters". Helping Hands will have racks of Christmas clothing available early December.

Are you wondering how the whole ugly Christmas sweater party trend began? Christmas sweaters have been around since the way-back days after WWII, when knitters first put moose and snowflakes into their patterned sweaters. In 2002 some college kids decided to wear their mom's sweaters to a house party in Vancouver, Canada called an 'Ugly Christmas Sweater Party'. Their party was a success, and it became a popular local event. The 'ugly' Christmas sweater party was born, and attendees were told there was a prize for the 'most ugly sweater!' As the parties gained popularity and the prizes became coveted, party attendees were looking for a sweater that was SO ugly that it could be a contender for the 'MOST UGLY' prize.

At our November meeting we will be collecting dues for 2016, and taking your reservation checks for the fabulous Ugly Christmas Sweater Christmas Dinner, December 5th. Yes, Virginia there is a Santa Claus & he will be judging the Ugly Sweater competition.

## *Simple Things To Watch Out For To Avoid Getting Stuck At A Strange Airport*

*By Mike Gustafson*

**T**here are a huge number of maintenance items that a pilot/owner needs to be aware of to avoid the chance that your trusty steed fails you while away from your home airport. There isn't anything worse than calling up a strange mechanic on a Sunday and asking for his help for a busted plane. The fact that his first name is "Bubba" doesn't help either.

Here is a list of maintenance items to keep an eye on:

**Brakes:** There is more to those tiny brake pads that stop your plane. The puck that pushes the pads against the discs can have issues as well. If you let the brake pads get too worn down, think too thin, and then a good hard push on the brake pedal will push the puck out so far that the brake fluid will leak past the "O" ring. When you return to your airplane to come back home, the fluid will all be on the ground. Now you will need new pads and all the fluid replaced.

**Battery:** We have all been there; get in the plane hit the starter and nothing! Now that is a helpless feeling. The typical lead/acid flooded style batteries, which most of us have in our planes, have a lifetime of about 3 years. If your battery is older than that you are living on borrowed time. They can also fail while in flight which presents odd things not working, lots of noise in your headset, the gear not extending. Keep an eye on the date of your battery and be sure it is serviced once a year.

**Nose or Mains struts:** As the season moves from summer to winter the gas in your nose strut can compress more and there you are, the strut is all the way down on the hard stop. It is not a good idea to taxi with a fully compressed strut as the shock of each bump goes up into your airframe. If the strut is a little low have it serviced just to be safe. If possible always use Nitrogen for strut gas, less temperature instability.

**Tires:** We all know about flat spots on our tires, be it cars or airplanes. But did you know that low tire pressure can be more of a concern? Nothing holds the tire and tube in place other than the air pressure pushing out against the metal rim. If the air gets too low and you brake a bit too hard, the tire and tube spins and snaps off the valve stem on the tube. Now you are stuck on the runway and need at least a

replacement tube. I have been there and done that and I can tell you it is not pretty. If it had been for a Boy Scout troop visiting the airport at that moment, I might still be there!

**Weight and Balance:** Just like people, airplanes get fat as they get older. When you do your W&B calculation do you include all the stuff in your plane that is not bolted down? I am often amazed by the amount of the spare oil, tool kits, water, jackets, headsets etc. floating around in some of the planes I work on. You might try pulling everything out of your plane some time and go for a flight; you might be surprised with the extra performance.

**Oil level:** We all know that any internal combustion engine needs lubricating oil, but how much is correct? In the Lycoming manual it says that the operational minimum quantity is 2 quarts, but that amount will not be enough for cooling. You need 6 quarts for proper cooling. Also we talk about how many hours we can fly before we need to replace a quart of oil, most go around 10 hours of flight before one quart of oil is used. Believe it or not, the Lycoming specification is basically one quart an hour such that you can fill up the gas tanks and when you land 4 hours later, fill the tanks and fill the oil sump. Not a good idea as far as I am concerned.

Well those are some maintenance thoughts to consider as you do your pre-flight. It also turns out all of those items are FAA approved maintenance items you can perform as the aircraft owner. Cool!

Don't forget about the ADS-B out mandate is due in 2020. Just saying...

Fly safe.

## *Important – 2016 Dues and Holiday Party Reservation Due!*

**I**t's the end of the year (almost), so it's time to pay your 2016 PMLAA dues. Dues are \$20 or \$25 if you want a printed copy of the newsletter mailed to you. It's also time to send in your money for the December 5<sup>th</sup> holiday party. The cost for that event is \$25 per person for PMLAA members and \$30 for guests/non-members.

For your convenience, we'll have a separate table at the November PMLAA meeting where you can pay your PMLAA dues and make your reservation for the holiday party. If you prefer, you can mail a check to cover these items. The address is P.O. Box 131, Groveland CA 95321. Thank you for your support!

## Scenes from Airport Day 2015

We had a great turnout for this year's festivities. Here are some photos of the day's events.



Forest Service Helicopter with its large water bucket



Large crowds came out to watch the fun



Dan Grimes wins the spot landing contest



Bonnie Ritchey flies her Pitts "Firebug"



Dale Mueller brought his work friends to the event



Missing Man formation for Carol Simpson



**Pilot briefing at the start of the day**



**Helicopter arrival kicks up a lot of chalk**



**Cars and other equipment on display too!**



**Firefighter equipment**



**Interesting plane on display**



**Lynn's beautiful Ryan PT-22 on display**



## 2015 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
November 7th	George Marrett	6:00PM location McGowans' Hangar
December 5th	Holiday Party	6:00PM location Tuolumne Trails

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### PML Aviation Association

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