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Pine Mountain Lake
Aviation Association

Major General James Whitehead Saturday, June 4th - McGowan Hangar 6PM



Major General Whitehead's Last assignment was Assistant to the Director of the Air National Guard at the Pentagon, Washington, District of Columbia from 1990-1993. He also served on active duty and is a veteran of the Cuban Crisis, Cold War, and Vietnam, and was assigned to his position at the Pentagon during the first Iraqi War.

Major General Whitehead has 32 years of senior level management experience in the areas of military, corporate and federal government.

His academic degrees and a few of the senior military schools have included: Bachelor of Science Degree, Secondary Education University of Illinois, extensive Masters level training in Counseling Monmouth University, NATO Senior Officer's School, National War College and USAF Air War College plus extensive senior management level positions and training at Trans World Airlines, Orion Airlines, and the Federal Aviation Administration.

USAF Command Pilot – During his 36 years of military aviation he has flown many multi and single engine aircraft that have included the C-121, KC-135, RF-84, A-37B; he was the first black USAF officer to be assigned as a U-2 pilot.

Additional aviation experience has included jobs as a TWA pilot and Boeing 727,707, plus 747 instructor, FAA Boeing 727 check airman, Greek Civil Aviation Board approved Olympic Airlines check airman and instructor, Saudia Airlines Boeing 747 instructor, and Senior Director of Operation, Orion Airlines.

Major General Whitehead's community involvement has been and remains a major focus of his life. A few of his past and present activities have included, President Old Bridge, NJ Board of Education,

President of Old Bridge Kiwanis, President Fox Foundation, Chairman of the Board Minter Field Air Museum, Chairman, Community Advisory Board to the President of California State University Bakersfield, Mentor, Program for High Risk Youth and Bakersfield Downtown Rotary.

President's Message – by Dale Mueller

So here it is, the month with the first day of summer. So why do I find I'm still using the electric blanket?

I'm thrilled to welcome this month's guest speaker, Major General (Retired) Jim Whitehead, and his delightful wife, Sandra. I met Jim through Larry Jobe and the Flying Tiger Historical Organization and after hearing just a few of his experiences (I want him to tell y'all the story about the Navy T-28s), I'm pretty sure everybody will agree with me that he's officially "been there and done that".

Come to the June meeting to hear a great guy with a truly impressive background. See you there.

Social Corner – by Danielle Coelho

Hello Friends and Happy May! This month's meeting was a real hit! The delicious Mexican fare (some of which I'm still thinking about lol) along with two of our members speaking about their hobbies was quite enjoyable. The June meeting is coming up next and I thought it would be nice to visit Italy! Let's all bring our favorite Italian dish to the table. The meeting will be on Saturday June 4 at the McGowan's hangar. As always, I look forward to seeing you there!

On another note -I am putting together two committees for our annual Christmas party and I need volunteers. Anyone who wants to pitch in and be on the decorating committee or the food committee; please contact me sooner rather than later.

Safety Corner – by Dale Mueller

This month we'll take a look at airplane takeoff performance as it applies to the vast majority of airplanes that operate at Pine Mountain Lake Airport. That's everything from fairly large prop twins, such as the KingAir, on down. Jets are certificated under different rules, which are considerably more complicated than those governing general aviation-type airplanes.

Takeoff performance for the typical GA airplane is published and presented in various ways. It must be specified in the aircraft Type Certificate Data Sheet (TCDS), but can appear in other forms, some of which are: a section in an Approved Flight Manual or Owner's Manual or Operating Handbook, a separate Performance Manual, placards in the airplane itself, or any combination of these. The data is the result of flight testing by the aircraft manufacturer, and is part of the FAA type certificate approval process. A new aircraft is flown by a test pilot, and the resulting performance is recorded and published.

When using this data to calculate takeoff performance, one must keep in mind that the data was derived from tests conducted on a brand-spanking-new airplane, flown under ideal conditions by an experienced test pilot, who knows exactly what's happening next in the test profile. That means that for most of us here in day-to-day GA operations, we need some adjustment, or "fudge factor", to the published data to get closer to actual aircraft performance. The average GA pilot has not been flying on a daily or even weekly basis, isn't flying a newly manufactured airplane, and certainly doesn't know precisely what's coming next in the "profile". Several reputable aviation training sources recommend

adjusting takeoff performance factors (takeoff distance, rate-of-climb, time-to-climb, and distance to clear the ubiquitous 50-foot obstacle) by 10 % or even more to get usable numbers.

High performance aircraft come with fairly complex data that measure ground run distance vs. airspeed to ensure adequate performance in case the pilot wants to either stop on the remaining runway or to continue the takeoff in the case of a multiengine aircraft. All that is great, but how does a single-engine GA pilot, without all this fancy Part 25 information to draw on, measure the performance from inside the cockpit in order to determine if the airplane is performing as expected before one leaves the ground? First of all, all aircraft performance figures are based on one overall assumption: that the engine(s) that are operating are putting out rated takeoff power, torque, or thrust. So how can we tell if we're getting everything we should be getting? The truth is, we can't always. However, the Aeronautical Information Manual has some rule-of-thumb advice in this regard: If the aircraft has not accelerated to 70% of its liftoff speed by the time it passes the halfway point of runway available, it is time to consider aborting the takeoff. As an example for our home airport here at PML, if a typical GA airplane with a liftoff speed of 52 KIAS starts a takeoff on Runway 09, by the time it passes Larry Struck's ramp, it should be doing 36 KIAS or better. This assumes that there are no close-in obstacles to clear, and that the takeoff roll was started with the maximum runway length in front of the aircraft. It is not intended to measure performance, but as a check on the calculations made using the available performance data. After all, Part 91.103 requires that the pilot-in-command become familiar with takeoff and landing data specific to the aircraft he or she is operating, at the airports of intended operation.

Of course the worst-case scenario of not properly calculating takeoff performance is an aircraft accident or incident with injuries or worse. However, it is common knowledge that it is generally easier getting into a short and/or obstacle-encroached airfield than it is to get out of one. Proper takeoff distance calculation during preflight can save the embarrassment of arriving at an airport that you can't safely leave, at least not in your airplane.

Seeking PMLAA Newsletter Editor

PML Aviation Association is seeking a new editor for the newsletter. Susie Williams has been the PMLAA Newsletter editor for the past 4+ years. Susie is looking to spend more time with her photography, flying and that pesky thing called work. If you would be interested please contact Susie at swissmisssusie@gmail.com. We also welcome aviation related articles and photos. Please submit any items of interest to Susie.

Tuolumne County Airports Advisory

Committee meeting scheduled for Monday, 9-May cancelled. Second month in a row, cancelled with no reason given.

Improving E45 Signage

On Monday May 9th a petition to improve signage to taxiways at E45 was delivered to Benedict Stuth, Airports Director. The petition was prepared by Susie Williams and circulated at the May 7th PMLAA Meeting, collecting 40+ PMLAA member signatures. The petition reads:

“We the pilots, homeowners, and other concerned parties at Pine Mountain Lake Airport (E45) have noticed a marked increase in unsafe behavior around the runway and taxiways of our airport.

- Pedestrians walking on the runway and cutting across the runway ahead of landing aircraft
- Dogs off-leash running around the taxiways in front of aircraft
- Cars and trucks cutting mid-field across the runway sometimes directly in front of landing aircraft

We request that the Tuolumne County Airports department erect additional signs at key locations on the airport warning people that these behaviors are illegal, unauthorized, and dangerous. Suggested locations for the signs include both sides of the mid-field crossing, as well as at the west end of the runway and taxiways as well as reminders that aircraft always have the right-of-way and often cannot see pedestrians.”

Newsletter Challenges

This year has started out with a number of newsletter challenges. Please hang with us we think we have them sorted out. The first challenge was that our printer died in February and was not repairable. We had to retire the printer after many years of faithful service. Dale Mueller recycle the parts. Challenge #2 was shifting to an online and email newsletter format. Susie Williams has developed a clean PDF newsletter style, which allows for more photos and content because we don't have the printing and mailing restrictions.

Challenge #3 was collecting email addresses for all PMLAA members. Karen Appleby has done a great job of maintaining our membership list, although we are still tracking down a few member email addresses. Challenge #4 was providing printed newsletters to the seven PMLAA members that do not have email addresses. Janet Gregory is using her home office printer to copy and snail-mail the newsletter to those members. Challenge #5 was using the correct member email list. With a bit of detective work by Jeremy Zawodny and Janet Gregory, it was discovered that we were using an old, ancient, prehistoric PMLAA email list and many of the members did not receive the March or April PMLAA newsletters. If you missed any past newsletter issues you will find them on our website at www.pmlaa.org. The May newsletter is being distributed to the current membership list! Hooray!

Challenge #6 was not having a newsletter delivery service that would help us with member email list maintenance. Starting with the May newsletter we are using MailChimp to simplify newsletter delivery and other member updates. We think all of the PMLAA newsletter challenges are behind us, thanks to a great team effort. Let us know if you have any issues and we will tackle them! Thanks for your patience.

Patriots Jet Team Golf Classic



If you love airplanes and golf (or just golf), the Annual Patriots Jet Team Golf Classic is perfect for you! Monday June 13 from 9:30am – 8:30pm at the Discovery Bay Golf and Country Club will be the Patriots Jet Team Foundation SCRAMBLE Golf Tournament. Register or get more information at: <http://bitly.com/PJTFgolfclassic> *or* email info@PJTF.org *or* call 925-437-3630.

50th Anniversary Father's Day Fly-In



This year is Columbia Airport (O22) Golden Jubilee of the Father's Day Fly-In. Saturday and Sunday, June 18th & 19th at the Columbia Airport. It's fun for the whole family and all ages. Boy Scout Pancake breakfast 8:00-11:00 both days. BBQ Chicken dinner and movies in the campground Saturday evening.

Airport displays, Cal Fire tours, food, aerial performances and more daily from 11:00 – 3:30. Temporary FAA Tower in operation. See some amazing aircraft including a C47 Skytrain, B25 Mitchell, Lockheed Electra, Yaks, T-28 Trojan, CJ6, DC3, Stearman and more. Come and enjoy the fun or volunteer some time for the event. More information at: www.fathersdayflyin.org.

Area Aviation Events

- June**
- 4 – PMLAA Meeting**
 - 4 – Vicky Benzing @ Hemet Air Show, Hemet, CA
 - 11 – PML Aero Club Meeting**
 - 13 – Patriots Jet Team Golf Classic – go to www.pjtf.org for details
 - 18 – Airplane Display Day at E45
 - 18-19 – Father’s Day Fly-in 50th Anniversary at Columbia, O22**
 - 18-19 – Vicky Benzing @ Hollister Air Show, Hollister, CA
 - 19 – *Father’s Day*
 - 26 – Patriots Jet Team @ Nascar Sonoma Raceway, CA
- July**
- 2-3 – Vicky Benzing @ ARC Air Race Championship, Cascais, Portugal
 - 4 – *Independence Day*
 - 7-9 – Vicky Benzing @ Arlington Fly-in & Air Show, Arlington, WA
 - 16 – Airplane Display Day at E45
 - 21-29 – Pemberton @ Extreme Sports Week Voss, Norway
 - 25-31 – Benzing & Pemberton @ EAA AirVenture in Oshkosh, WI
 - 29-31 – Patriots Jet Team @ Tri-City Water Follies, Pasco, WA

2016 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
June 4 th	Gen. Jim Whitehead	6:00PM Location McGowan Hangar
July	(no meeting)	

BOARD OF OFFICERS & COMMITTEE CHAIRS – 2016			
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