



Volume 32: Issue 03  
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A Publication of the  
Pine Mountain Lake  
Aviation Association

## *Pine Mountain Lake Aviation Meeting*

***Dave Allen  
aka  
"Chopper Dave"***

***Saturday, April 1 – 6:00 pm  
McGowan's Hangar***

Dave Allen, unofficially dubbed "Chopper Dave" by the KCRA News team, is your eye in the sky piloting LiveCopter 3. Prior to joining KCRA 3 in 2014, Dave spent more than 10 years flying for air ambulance services throughout the western states.

He is a Commercial and Instrument rated Helicopter Pilot, with a Flight Instructor Certification. However, his experience is not just limited to flying. Dave often performs double duty as KCRA's airborne reporter. Dave was born in Maine, and graduated high school in Tacoma, Wash., before studying broadcasting at Eastern Washington University. His first broadcasting job was with KXLY-TV in Spokane as a camera operator and studio technician. He later produced and narrated a variety of industrial and training video for the aviation and firefighting industries.



*Dave Allen*

While living in Spokane, Dave served as a volunteer pilot for the Spokane County Sheriff and helped get their Air One aviation program started. He is a retired U.S. Army Major who learned to fly in the Army, and a 23-year Military Veteran of the National Guard and Reserves. He served in Iraq and is a graduate of the Army Command and General Staff College.



*Dave with KCRA helicopter*

The proud father of two daughters who reside in Spokane, he enjoys golf and skiing, as well as horseback riding. His main hobby though, is playing Equestrian Polo.

## President's Message – by Bonnie Ritchey

Madame President is on vacation. However, she has still provided an interesting article on plane commuting. Read on...

## Lessons of a Daily Commuter – by Bonnie Ritchey

Except for 2013, which I spent in Seattle, I've been commuting from E45 (Pine Mtn Lake) to KPAO (Palo Alto) since July of 2011. My first year I did this in the Pitts which really lowered my standards – if I could make out any part of Livermore from Tracy, then Fremont from Sunol, I would head over the passes under the clouds. The important thing to remember was no meeting is ever that important.

I quickly learned 3 important things:

- 1) "Broken" really means "Overcast"
- 2) Terrain looks very different when you're under low clouds and can't see the hill outlines
- 3) Make sure your morning work schedule is flexible

After a year I got my instrument ticket and a Bonanza. With full confidence in my new abilities, I soon had to depart Instrument Flight Rules from Palo Alto in order to get home. That flight will stick in my mind forever...not for a good reason. Climbing out on a heading somewhere near Sunol, I quickly got behind the plane and found myself in the clouds, losing altitude and turning, not trusting my instruments and listening to Air Traffic Control telling me to check my heading and altitude. Then I remembered, I have an autopilot, which helped reduce my workload, and I got back on track. It was probably about 15 seconds of disorientation but that flight haunted me for a long time until I got more practice and my confidence back. I'm still super cautious if there are high winds, low ceilings, icing or thunderstorms. I drive down about five times a year in those cases.

Another thing I've learned to do, as part of this regular commute, is make sure I have a complete mental picture of the airspace when I approach an airport. There are a lot of student pilots at KPAO and they are crazy and unpredictable! Once I get handed off to KPAO, I listen to where every plane is in the air. I might not be able to see them all but some days I get to Fremont and I'm number five to land with someone not talking to the tower at my 3 o'clock. So I want to make sure I know where everyone is. I want to give the 172 cleared to land in front of me enough space. I know they'll probably do a bomber pattern, use the entire runway, and dawdle on the end before clearing the runway.

I take cookies to the guys at KPAO tower a few times a year. They know me and my planes. So whenever they can, they scoot me in front of the slower planes.



*Bonnie flying her Pitts to work*

## Daily Commuter continued...

### Routine:

First thing in the morning, call KPAO ATIS to get the weather.

Check ForeFlight to see what the conditions are between E45 and KPAO. If it's questionable I bring up the webcam at Mt Hamilton to get a visual.

Check the TAF on ForeFlight and the Aviation Weather forecast at [www.usairnet.com](http://www.usairnet.com).

Right before I get in the plane, I call KPAO ATIS again. (NorCal for this area is 125.1 – when I call them up and give my tail number they usually know who I am and ask if I'm VFR to KPAO at 4500. I almost never depart IFR. My personal rule is I don't take off from an airport I can't land at.)

I can pick up an IFR flight plan in the air. Usually there's a 500 ft marine layer between 1500 and 3500 ft over the bay so I ask for an IFR and head straight to DOCAL on the approach to KPAO – 99% of the time I don't pick up my clearance until I get within 5 miles of DOCAL at which point I'm cleared for the GPS 31 approach starting at DOCAL.

Coming home I just call O22 AWOS and check the PMLAA webcams.

## E45 Work in Progress – by Ed Gregory

Steve Martin and I are your representatives on the Tuolumne County Airport Advisory Committee. Let us know of outstanding issues and we will do our best to keep you informed of the progress. The discretionary budget for E45 maintenance and expenses has not yet been released for 2017.

- Missing 'Active Runway' Sign. It was reinstalled in December. Will drop this off update list.
- GPS approach. On the first sunny day in February, the airport departure and arrival clearance inspection was done, Feb-16. Benny Stuth says the only encroaching trees are on airport property and he will proceed to get approval for removal.
- Deer Fence. On the first sunny day in March, Tony has begun the process of repairing the deer fence, Mar-7.
- 9er runway end lights. Scheduled and not yet complete.
- Safety signage. In process and under review for FAA and County standards. Not yet complete.
- Pilot's lounge. No update on interior improvements for ADA requirements.
- Crack sealing. No update.
- RTTF (Residential-Through-the-Fence). No update. Background information at [www.faa.gov](http://www.faa.gov), search RTTF.

## Correction

New member, Jodi Blom's, name was misspelled as Blum in Feb newsletter. Our apologies Jodi!

## Final Flight: Ken Cole



*Ken Cole*

Ken Cole made his final flight in 2017. He captured the vision and spirit of PML in the early 1970's when he bought property here. Ken has had a great impact on the Pine Mountain Lake Airport, constructing the north taxiway and installing the VASI (visual approach slope indicators). He had a distinguished 30 year Navy career spanning three wars, WWII, Korea and Vietnam. His second career was in Boiler Machinery Insurance. Ken was the Commander of the Rockwell Commander. He will be missed by his wife, Dianne, and all that knew him at PML and their Bay Area home. You can read more about Ken in this April 2014 article that was published in the PML News. <http://pmlaa.org/misc/Ken-Cole.pdf>

## PMLAA Scholarship Fund

PMLAA established a Scholarship Fund some years ago. The purpose of the Scholarship Fund is to promote educational activities for aviation and STEM (Science, Technology, Engineering and Math).

Applicants must be engaged in an aviation or STEM activity, and can be of any age.

- Aviation: ground school, flight training, aviation maintenance, etc.
- STEM: class, workshop, conference, etc.

Scholarship applications are reviewed monthly at PMLAA Board meetings. Scholarship grants vary in amount up to \$500.00, typically paid directly to the aviation or STEM service provider. Scholarship grants will be announced quarterly.

Applicants must be sponsored by a PMLAA member, but do not need to be a PMLAA member. Contact any Board Member for more information and an application form.

## Young Eagles at Columbia (O22) – by Ed & Janet Gregory



On Saturday, April 22nd, our local EAA Chapter 1337 will be hosting a Young Eagles Rally at Columbia Airport (O22) from 9:00 to Noon. If you would like to be part of this exciting and memorable event we would love your help. Contact Ed or Janet Gregory 962-5061

- Ground crew: registration, aircraft assignment, ramp safety
- Support: simulator supervisor, photographer
- Pilots: EAA National member, valid airman certificate & EAA Youth Protection
- Aircraft: current annual & insurance

## Social Corner – by Danielle Coelho

Hello PMLAA friends,

Our food tables overflowed at our March meeting with lots of delicious foods. So much so that you had to add another food table - A Very Big Thanks to everyone. I'm happy to report no one went hungry. Now making our way into spring let's make our April meeting's dinner another success. Our theme will be "Springtime Chicken." Let's all bring our favorite chicken dish ... except the members who bring dessert.



I want to thank all the volunteers who help me set up and break down and the gals that help me launder the table cloths. I truly appreciate your support and help.

As always, I look forward to seeing everyone at our April meeting on **Saturday April 1st at 6 pm at the McGowans hangar**. See last page for directions to the McGowan's hangar.

Please use the following recommendation when picking your potluck item:

- Last names A - K: Please bring dessert or appetizer.
- Last names L - Z: Please bring main dish, salad or side dish.

## Safety: Heads Up, Eyes Out! – by CDR Marle Hewett USN Retired

Much has been published on this subject. I stole the title of this tirade from a piece written and published several years ago by "Gene," a young CFII from Kansas City. I've seen enough "heads down" in cockpits around here over the years to be a little nervous about flying with some of you guys (like in stables flybys, 49er's day flyovers, etc.).

I had a year in combat in 'Nam, where a lack of total commitment to this philosophy could have cost me. Between the MIGs, the missiles and a variety of AAA guns tracking me, more than an occasional glance in the cockpit could have been deadly. YOU HAD TO SEE THE THREAT to take appropriate action. We had systems that warned you about stuff: aural warnings and cockpit displays, plus jamming and deception electronics, but all that was never enough. At some point you had to SEE it coming. Combat reinforced my beliefs about "see and be seen" as the FAA describes it.

It's true, today we have airborne collision avoidance systems (ACAS, TCAS, FLARM, etc.) plus positive control courtesy of the FAA, but all this technology does little to protect you in those critical seconds before impact. Plus there are many scenarios where that protection just isn't there. Consider, for example, the many multi-plane flybys of one sort or another we do here at E-45. It's imperative that we all fly heads up, all the time, with occasional quick scans in the cockpit. Think about it this way - In VMC flight, how much of your time do you spend Eyes Out verses Eyes In? If it's less than 99% while you're in close proximity to other planes, you're a danger to yourself and the rest of us.

Suggested rules to follow:

1. Brief all your passengers to scan the skies all the time you are in the air. Tell them to sing out if they see a potential mid-air. Corollary: no reading books in the air.
2. If you are flying practice IFR approaches, make sure your right-seater is Eyes Out at least 90% of the time (my opinion) - more if other planes are in the pattern.
3. Suppress all unnecessary conversation in the air (especially controversial stuff like religion, politics, Trump, etc.).
4. "Plan the flight - fly the plan". That's an old one.
5. Beware flying VMC under clear skies in daylight. That's the most dangerous time to fly. That might seem counterintuitive at first, but remember, good weather means more planes in the air, less ATC control, less separation between planes and more relaxed pilots at the controls.

Happy flying. Don't hit anything. Don't let anything hit you. Bottom line - Heads Up; Eyes Out!

Marle

## PMLAA to Host Rusty Pilots Seminar – by Janet Gregory



With new medical reform we want to help rusty pilots get their skills polished up and ready to fly. The Aircraft Owners and Pilots Association (AOPA) will host a Rusty Pilots seminar at E45. The seminar gives pilots a refresher on everything from airspace to flight planning to communication. The seminar is free for AOPA members and \$69 for non-AOPA members (which gives you both membership & the seminar). The PML Aero Club initiated this great idea with the support of PMLAA and our local EAA Chapter 1337.

**WHERE:** McGowan Hangar, at Pine Mountain Lake Airport (E45)

**WHEN:** Saturday, May 6<sup>th</sup>, 2017 from 1:00-4:00

**REGISTER:** To register go to [www.aopa.org](http://www.aopa.org) and search “rusty pilot seminar” or register via phone with AOPA Member Services: 800-872-2672, M-F, 8:30a – 6:00p ET.

The seminar will qualify for the required ground instruction. Read more about AOPA’s Rusty Pilots seminars. <https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots>

About AOPA: Since 1939, AOPA has protected the freedom to fly by creating an environment that gives people the opportunity to enjoy aviation and all it has to offer. As the world’s largest community of pilots and aviation enthusiasts, AOPA events, initiatives, and services that bring current and future pilots together and make aviation more accessible to everyone. Learn more at [www.aopa.org](http://www.aopa.org).

## Radio Rumors “Say Again”

**Welcome New PMLAA Members:** Dave & Patty Douglass, Frank & Karen Jablonski, Doug White and Leo Willis, all Groveland locals.

**2017 Membership:** 173 total member families so far: 164 renewing member families (86%), nine new member families, and three will not be renewing (2%). Thank you for being part of the PMLAA family. A reminder will be mailed next week to the 23 stragglers.

**Buzz Buggy:** Larry and Nina Jobe will be attending the dedication ceremony for Buzzy Buggy at the Flying Tigers Heritage Park in Guilin, China this month, March 25, 2017. Find all the latest news at [www.FlyingTigersHistoricalOrganization.com](http://www.FlyingTigersHistoricalOrganization.com). Larry will be our featured speaker at the June PMLAA meeting and will tell the harrowing tale of ferrying the restored C47 named Buzz Buggy from Australia to China. A “Gilligan’s Island” of aviation, an 8-day trip that took 96-days!

**TCAA Meeting:** The March 13th TCAA (Tuolumne County Airport Advisory) committee meeting was cancelled, no new policy issues to review. Next meeting is scheduled for Monday, April 10th at 10:30am. Anyone is welcome to attend. Contact Ed Gregory or Steve Martin.

## PMLAA Member Survey Results

Earlier this year, we published a survey that asked the membership a few questions about some preferences. We had 89 responses and garnered a lot of insight into what the membership wants. Here are the results of the survey. Note that percentages are rounded for simplicity so they may not necessarily add up to 100% for each question.

For the question “Do you prefer catered events or potluck meals with no surcharge,” 9% wanted all events catered, 24% wanted more events catered and were willing to pay to defray costs, 47% want to keep things as we have it today (2-3 events per year catered), 6% want no catered meals at all, and 15% are fine with whatever we do.

Regarding the question “Do you enjoy having music at some of our functions, and if so, what type of music?” the answers were 25% prefer live bands, 10% prefer recorded or deejay music, 10% prefer no music, and 55% are fine with whatever we decide.

For the idea of a community project this year, 8% are interested and have an idea to share, 58% (50 people!) would like to help out, 29% support the community project idea but are unable to help out, and 5% do not think we should be doing a community project.

For the final two questions, we asked people for any suggestions they might have, and also asked people to elaborate on their community project ideas. We received several good suggestions and are already putting some into action, such as assigning pot luck items by last name, and printing directions to the meeting space for newcomers who aren't familiar with the hangar where we meet.

Thank you again for your participation. Our next step is to get a solid plan for the community project and to contact those folks who want to volunteer for it.

### *New Member: Leo Willis*

Leo Willis moved to PML full-time about a year ago from Livermore. He has been enjoying his house on the lake at PML for more than 20 years, but only as a weekend warrior. After selling his business, it was time to make this home. Leo started and ran a system integration business doing industrial control system design and build for 36 years. He has attended a few PMLAA meetings in past years and decided to become a member. Leo's aviation interests started in the Navy where for 3 ½ years he was part of a combat aircrew specializing in anti-submarine warfare. Leo is a pilot, sold his plane in 2009, and not currently flying. Welcome Leo!

### *New Members: Dave & Patty Douglass*

Dave & Patty Douglass have had a house at PML for 10 years and in February 2016 made it their full-time home, moving here from San Jose. Dave is a retired illustrator and demo-man, exercising his creativity behind a camera lens. Patty hasn't taken the retirement plunge yet. She has worked in commercial insurance her whole career and currently is a crime underwriter dealing with employee dishonesty. Dave & Patty have one cat, two kids, and three grandkids. The interest in aviation started in the Navy, where Dave worked air crew on the P2 Neptune. Welcome Dave & Patty.



## New Re-Members: Frank & Karen Jablonski

Frank & Karen Jablonski moved to PML full-time in 2001. They owned property here for 26 years and knew it was time to build and call PML home. In the first few years, they joined everything, then un-joined for their sanity. Frank's aviation connection started with 4 years in the Navy as a tower operator and continued for 35 years working for the FAA at Oakland Center. Karen proudly raised three daughters, working in retail after they were grown, now enjoying the role of grandmother for three grandkids. Frank can be found on the golf course most days. Frank and Karen think of themselves as dog people, although they currently have a cat that adopted them. Frank and Karen, welcome back to PMLAA.

## Area Aviation Events

<b>March</b>	17 – St. Patrick's Day 17-18 – Patriots Jet Team @ Yuma Airshow, Yuma, AZ <b>18 – E45 Airport Display Day</b> , weather permitting 25-26 – Vicky Benzing @ LA County Air Show, Lancaster
<b>April</b>	1 – Vicky Benzing @ Riverside Airshow, Riverside <b>1 - PMLAA Meeting at 6:00 – speaker: Dave Allen, KCRA</b> 4-9 - Sun 'n Fun Fly-In, Lakeland, FL 10-18 - Passover <b>15 – E45 Airport Display Day</b> 16 – Easter Sunday 22- Young Eagles Rally at Columbia Airport O22 from 9:00-noon 28-30 – Vicki Benzing atAOPA Fly-in Camarillo Airport CMA
<b>May</b>	6 – PMLAA Meeting at 6:00 – speaker: Rex Pemberton 14 – Mother's Day 20 – E45 Airport Display Day & Armed Forces Day 20 – Vicky Benzing & Patriots Jet Team @ Hangar 24 Airfest, Redlands, CA 29 – Memorial Day

## 2017 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
April 1	Dave Allen, KCRA Helicopter Pilot	6pm – McGowan's Hangar
May 6	Rex Pemberton, Wingsuit Pilot	6pm – McGowan's Hangar
June 6	Larry Jobe – Buzz Buggy	6pm – McGowan's Hangar

### BOARD OF OFFICERS & COMMITTEE CHAIRS – 2017

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McGowan's hangar is on the north taxiway about half way between the intersection crossing the runway and runway 9.

