



Volume 37: Issue 11  
December 2022  
A Publication of the  
Pine Mountain Lake  
Aviation Association

## *Pine Mountain Lake Aviation*



*No Meeting in January*

*Next Meeting - February 4, 2023*

!

### **Presidents Message**

**By Mike Gustafson**

The final Pine Mountain Aviation event of the year was a major blow out!! 135 folks whooped it up at our annual Christmas party. The party was held at Alan and Yuni Gaudenti's wonderful hangar. Between the two of them and our own Krystall Johanson and her elves, the place was done up to the 9's! The band played good old fashion Rock & Roll and new funk and the dance floor was crowded. Use of all the above adjectives is another way of saying, you missed a really wonderful event! Thank you to Alan and Yuni for the use of their hangar and to Krystall for her organizing skills and hard work

The Christmas party also brings to an end the 2022 current Board of Directors reign. I want to thank this great board, Krystall, Rob, Nancy, and Patricia for their hard work over the last 12 months. I was advised early in my career to hire really smart people and then get out of their way! Well, that works equally for volunteers, they made their jobs look easy and they made me look like I know what I am doing. Thank you to all.

While the Newsletter Editor is not a Board position, Dianne Cole, our ever-suffering editor also deserves a big thank you, and she has agreed to return for 2023!

That being said, time to introduce the new slate of board members: Gabe Coelho, V.P. of Social, Rob Compton, V.P. of Airport Affairs, Bob Mackey, Secretary and Patricia Gibson, Treasurer. Yes, the rumor is true, you are stuck with me as President for another 12 months. I am looking forward to another great year of interesting and fun aviation events.

Mark your calendars for our first meeting of the year, February 4, 2023! Our guest speaker will be Jared Yoshiki, AOPA's Western Pacific Regional Manager. Hope to see you all then. More on this event as we get closer.

One of the positive things to come out of the County getting involved with PMLAA and Community Airport Day was the need to move your association under the legal umbrella of a Corporation. This change provides legal cover for the members at large and for the Board of Directors. I am happy to report that Catherine Santa Maria took on the task of wading through all the paperwork and we are now a Corporation! Thank you, Catherine!

We continue to move forward on convincing the Tuolumne County Board of Supervisors (BoS) to continue properly funding our airport. Janet Gregory has taken on the task of organizing the by-weekly visits to the BoS County meetings. The idea here is to have one, no more than two members attend the BoS meetings and speak to the positive values of the PML airport. Please contact Janet if you can help us out with this part of the education plan. In the New Year we will be asking you to send a letter or email to the BoS also extolling the virtues of our airport. More on this project in the next few months. The County's 2023/2024 budget vote will occur in June so we will be ramping up our efforts throughout next year. Thank you in advance for your help.

My closing comments will focus on a persistent problem occurring on the ramp in the form of fuel thefts out of airplanes. Considering the cost of avgas the \$ value is significant. We are looking into installing a video surveillance system that will cover the ramp area with night-vision capable cameras and hopefully will capture a photo or two of the culprits including type of vehicle and license number. Jeremy Zawodny and Luis Corominas are heading up the system design and installation considerations. The sheriff is very supportive of our efforts.

I want to take this opportunity to wish you all a very Merry Christmas; have a safe and healthy New Year!





There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.

The Postal Service solved the problem with the worlds first ground based civilian navigation system: a series of lit beacons that would extend from New York to San Francisco. Every 10 miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51 foot steel tower and lit by a million-candle power rotating beacon. A generator shed at the tail of each arrow powered the beacon.

Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just about 30 hours.

Even the dumbest of air mail pilots, if seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. (he must be before my time. *Ed.*)

By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio. The next summer, it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.

Radio and radar are, of course, are infinitely less cool than a concrete “Yellow Brick Road” from sea to shining sea, but I thin we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940’s.

The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except coyotes and tumble weeds.

Editors Note: an intact arrow is visible from the air near the Highway 680/24 interchange in the Walnut Creek Area and also just outside of Lovelock, Nevada, amongst others.





**How Not to Hand Prop an Airplane**

## SAFETY CORNER



**SAFETY  
IS NO  
Accident**

### WHAT WAS THAT PILOT THINKING?

- **Mike Gustafson, CFII**

This month's safety article will be an assortment of various topics that I hope you will find interesting. My first offering comes under, "What was the pilot thinking"?

The Cherokee pilot landed with a 5 knot tailwind on a short runway and went careening off the 2355 foot runway ending up in a culvert. Upon NTSB investigation, the pilot reported that the windsock was reporting incorrect information. Had the Cherokee pilot landed into the wind the ground roll would have been 595 ft, a piece of cake. A call to the insurance company would not have been required. There was no report provided on damage to the culvert. It was suggested that an AD be issued for faulty windsocks...

So, what are we to conclude about this pilot? The most obvious is conformational bias; he decided way before seeing the windsock that he was going to land on that particular runway and the windsock must therefore be wrong! How many times have I been idly puttering in my hangar and on the radio, up comes "Say Weather" indicating that the wind is favoring RW 9 only to have the pilot report right down wind for 27? Ok, we do have 3625ft to play with but poor braking could really mess up the plan!

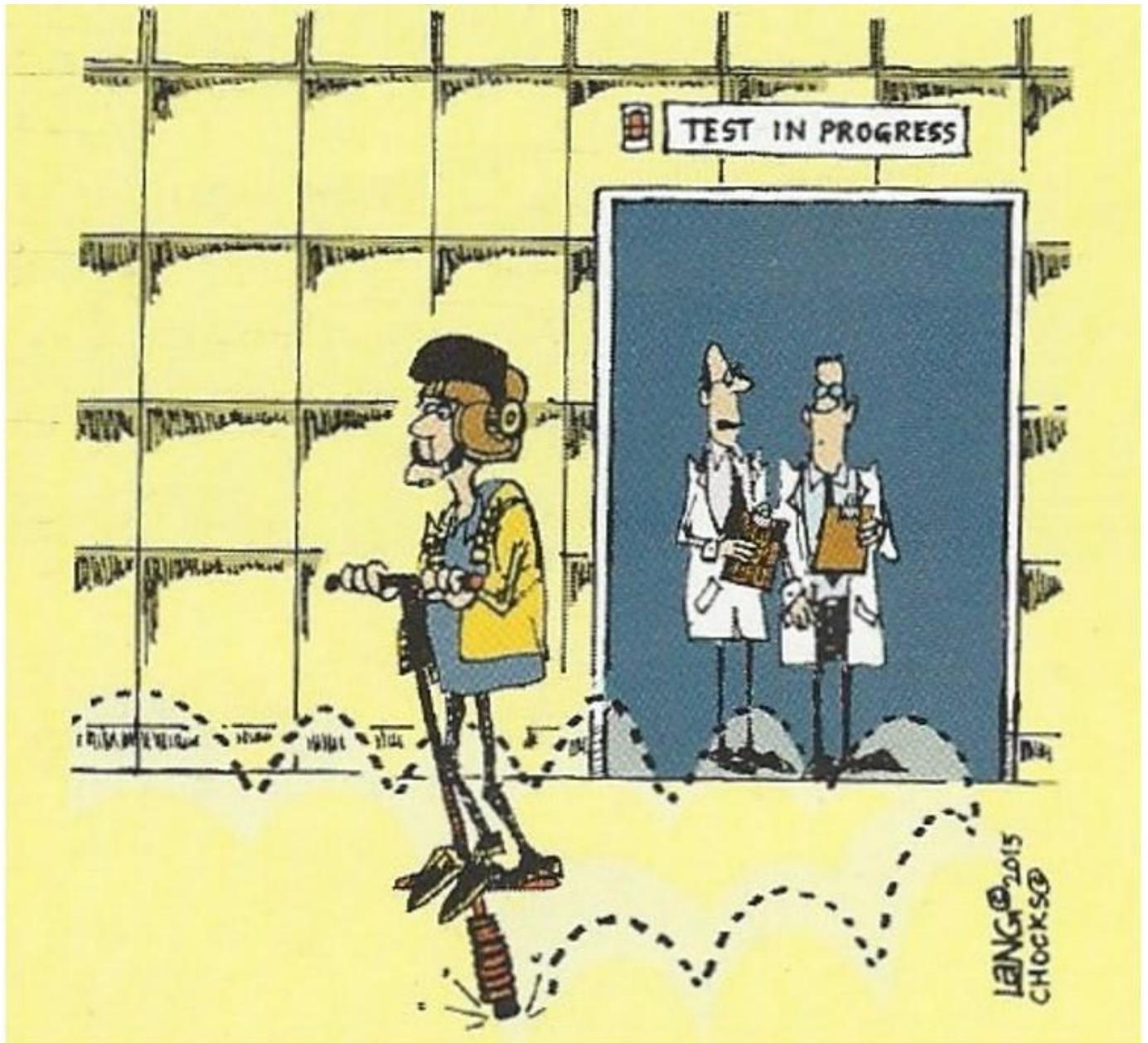
We all chose to operate out of a uncontrolled airport, but there are still good operating practices that are "suggested" by the AIM, based on, I am sure, various accidents over the years. The most perplexing "violation" of safe operating practices is entering the pattern with nary a single radio call. What is up with that, I wonder? Is it laziness, or "you can't tell me what to do attitude" or it just slipped the pilots mind? Reporting your position 5 miles out, then downwind, base, and final tells every around the airport where to generally look for traffic. The Nall report keeps track of accident stats and reports that the pattern is the most likely place for a mid-air. Good position reporting increases safety for everyone.

This next discussion is for all you fog pilots out there. We all saw the report on national news, a Mooney firmly embedded into a power line tower. To his credit the pilot did not try to blame the windsock, he suggested that he may have "ducked under" to have a short look for the runway at the end of his IFR approach. Who among us instrument pilots have settled down through the MDA nor DA for just a bit of a peek? I am reminded of the Bible verse, he who is without sin, cast the first stone, err bust the altitude minimums! Maybe this was the first time this pilot had tried this non-approved procedure, but I doubt it. He probably got away with it some other times before but the law of diminishing returns finally caught up with him.

The approach minimums are there for a reason, big tall pointy things, much like dragons, are out there in your path just waiting to grab the unwary bold pilot. Don't do that!

A very smart CEO once told me, when you are making a critical decision, just imagine what your decision will sound like as you are being interviewed by a news reporter, or deposed in court!

A broken windsock, really?



“Actually, our wind turbulence simulator is our most popular training program...”

**IT TAKES SKILL AND YEARS OF TRAINING TO BECOME A PILOT.**



For your daily dose of Goat  
Humour go to...  
Twitter  
Just one Goat  
@JustOneGoat0  
Facebook Groups  
Just One Goat  
Just One Beer Drinking Goat  
Just One Flying Goat.

**BUT IT TAKES REAL SKILL TO CRASH THE SIMULATOR**



Blue Angels – stock photograph



## EAA Flight Deck

By Ed Gregory

No Report for this issue. *(Ed.)*



## Pine Mountain Lake Aviation Association

### Membership Application, Renewal and Update



(  ) New Member Date: \_\_\_\_\_  
 (  ) Renewal – no changes  
 (  ) Renewal – with changes

	Order Badge	Publish on <u>Member List</u>
Name 1: _____	<input type="checkbox"/> Yes \$10 ea. <input checked="" type="checkbox"/> Yes	
Name 2: _____	<input type="checkbox"/> Yes \$10 ea. <input checked="" type="checkbox"/> Yes	
Child Name: _____	<input type="checkbox"/> Yes \$10 ea. <input type="checkbox"/> Yes <input type="checkbox"/> No	
Child Name: _____	<input type="checkbox"/> Yes \$10 ea. <input type="checkbox"/> Yes <input type="checkbox"/> No	
Mailing Address: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No
City: _____ State: _____ Zip: _____		
Phone 1: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No
Phone 2: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No
Email 1: _____ (Required)		<input type="checkbox"/> Yes <input type="checkbox"/> No
Email 2: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No

**PMLAA Mission:** To promote aviation interests and ensure the welfare and safety of its members, Pine Mountain Lake Airport, and the general community, through aviation-oriented recreational and educational activities.

**Monthly Meetings:** Held the first Saturday of each month (no meeting in January or July), usually at 6:00, check the PMLAA Newsletter or website [www.pmlaa.org](http://www.pmlaa.org) for details.

- Annual membership dues are \$25.00 per household.
- Please make check payable to: **PMLAA**.
- Bring to monthly meeting or remit to: **PMLAA, PO Box 131, Groveland, CA 95321**
- Membership includes:
  - Monthly electronic newsletter.
  - Access to member directory (available *only* to members).
  - Special pricing for PMLAA events.

Annual dues \$25.00 per year	\$ _____
Badges @ \$10.00 each	\$ _____
Donation (\$25-\$100 suggested)	\$ _____
Scholarship Fund Donation	\$ _____
<b>TOTAL enclosed</b>	<b>\$ _____</b>

## 2022 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
Dec 3, 2022	Christmas Party	6 pm Alan & Yuni Gaudenti Hangar

## 2022 Aviation Calendar

<b>January</b>	<p>1 – <i>New Year’s Day</i></p> <p><b>1 – Happy New Year! <u>NO</u> PMLAA Meeting in January</b></p> <p><b>1-2 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>17 – <i>Martin Luther King, Jr. Day</i></p>
<b>February</b>	<p>1 – <i>Chinese New Year – Year of the Tiger</i></p> <p>2 – <i>Groundhog Day</i></p> <p><b>5 – PMLAA Meeting</b></p> <p><b>5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>13 – <i>Superbowl Sunday</i></p> <p>14 – <i>Valentine’s Day</i></p> <p>21 – <i>President’s Day</i></p>
<b>March</b>	<p><b>5 – PMLAA Meeting</b></p> <p><b>5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>13 – <i>Daylight Savings Time Begins (Clock springs forward)</i></p> <p>17 – <i>St. Patrick’s Day</i></p> <p>20 – <i>Vernal Equinox 15:33 UTC – First Day of Spring</i></p>
<b>April</b>	<p><b>2 – PMLAA Meeting</b></p> <p><b>2-3 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>9 Celebration of Life for Jim “JT” Thomas at Placerville Airport 10-1p RSVP to <a href="mailto:catboats@gmail.com">catboats@gmail.com</a></p> <p>17 – <i>Easter Sunday</i></p> <p>22 – <i>Earth Day,</i></p> <p>31 – <i>Partial Eclipse of the Sun- visible from southeast Pacific &amp; southern South America</i></p>
<b>May(</b>	<p>4 – <i>Star Wars Day – May the fourth be with you</i></p> <p>5 – <i>Cinco de Mayo</i></p> <p><b>7 – PMLAA Meeting</b></p> <p><b>7-8 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>7 <i>Warbirds Wing sand Wheels, Paso Robles Airport (PRB)7a-4p</i></p> <p>8 – <i>Mother’s Day</i></p> <p>14 <i>Travis AFB Wings over Solano Airshow, CA w/ Vicky Benzing</i></p> <p>16 – <i>Eclipse of the Moon- visible from Americas, Europe, Africa</i></p> <p>20-22 <i>Gathering of Luscombs at Columbia Airport (O22)</i></p> <p>20-22 <i>Oregon International Airshow w/ Vicky Benzing</i></p> <p>24 <i>Food Truck Fly-in at San Martin (E16), CA</i></p> <p>30 – <i>Memorial Day</i></p>

<b>June</b>	<p><b>4 – PMLAA Meeting</b>  <b>4-5 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b>  4 Eagle Field Dinner Dance Fly-in, Eagle Field (CL01) Dos Palos, CA  14 – Super Moon - Full Moon nearly at Perigee  <b>18-19 – Columbia Airport (O22) Father’s Day Fly-In , stay tuned...</b>  19 – <i>Father’s Day</i>  21 – <i>Summer Solstice 09:14 UTC – First Day of Summer</i>  25 <i>Sentry Eagle Exercise &amp; Open House, Klamath Falls, OR w/ Vicky Benzing</i></p>
<b>July</b>	<p><b>2 – NO PMLAA Meeting in July</b>  <b>2-3 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b>  2-3 GIG Harbor Wings &amp; Wheels Airshow, WA w/Vicky Benzing  4 – <i>Independence Day</i>  4 <i>Tacoma Freedom Fair Airshow WA w/ Vicky Benzing</i>  13 – Super Moon - Full Moon nearly at Perigee  16 Boundry Bay Airshow BC w/Vicky Benzing  25-31 – EAA AirVenture, OSH, Oshkosh, WI w/ Vicky Benzing</p>
<b>August</b>	<p><b>6 – PMLAA Taxiway Party, Hot August Nights</b>  <b>6-7 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b>  7 – <i>Friendship Day</i>  20-21 <i>Wings over Camarillo Airshow, CA w/Vicky Benzing</i></p>
<b>September</b>	<p><b>3-4 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b>  5 – <i>Labor Day</i>  <b>10– PMLAA Meeting, Dr Dean Winslow, From Bagram to Baghdad and Back Again</b>  10-18 – National Championship Air Races at RTS, Reno, NV w/Vicky Benzing  23 – <i>Autumnal Equinox 01:04 UTC – First Day of Autumn/Fall</i>  23-25 <i>MCAS Miramar Airshow, CA w/Vicky Benzing</i></p>
<b>October</b>	<p><b>1 – PMLAA Airport Appreciation Day, 11:30-3:00</b>  <b>1 – PMLAA Meeting</b>  <b>1-2 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b>  11 – <i>Columbus Day</i>  15-16 <i>Edwards AFB Airshow, CA w/Vicky Benzing</i>  25 – Partial Eclipse of the Sun- visible from Europe, NE Africa, Middle East, W Asia  31 - <i>Halloween</i></p>
<b>November</b>	<p><b>4-6 Nellis AFB Airshow, w/Vicky Benzing</b>  <b>5 – PMLAA Meeting</b>  <b>5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b>  6 – <i>Daylight Savings Time Ends (Clocks fall back)</i>  8 – Total Eclipse of the Moon- visible from Asia, Australia, Pacific, Americas  11 – <i>Veterans Day</i>  24 – <i>Thanksgiving Day</i></p>
<b>December</b>	<p><b>3 – PMLAA Holiday Party</b>  <b>3-4 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b>  7 – <i>Pearl Harbor Remembrance Day</i>  21 – <i>Winter Solstice 21:48 UTC – First Day of Winter</i>  25 – <i>Christmas Day</i>  31 – <i>New Year’s Eve</i></p>

**BOARD OF OFFICERS & COMMITTEE CHAIRS – 2022**

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**VP, Airport Affairs**, Rob Compton      962-6503  
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**Treasurer**, Patricia Gibson      treasurer@pmlaa.org

**Email:** [president@pmlaa.org](mailto:president@pmlaa.org)  
 or [board@pmlaa.org](mailto:board@pmlaa.org)

Phone prefix is 209 unless otherwise indicated

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