



Volume 22, Issue 7 • September 2007
A Monthly Publication of the Pine Mountain Lake Aviation Association

“Flyboys” – the WWI Lafayette Escadrille with David Ellison

In 1914, "The Great War," World War I began in Europe. By 1917, the Allied powers of France, England, Italy and others were on the ropes against the German juggernaut. America chose, at first, not to fight.

Some young Americans disagreed. They volunteered to fight alongside their counterparts in France: some in the infantry, some in the Ambulance Corps. A handful of others had a different idea: they decided to learn to fly. The first of them - a squadron of only 38 - became known as the Lafayette Escadrille. In time, America joined their cause. The Escadrille pilots became legendary. *Flyboys* is inspired by their story.

Flyboys is the first film in decades to bring the story of the famous World War I squadron to the big screen. The film examines the lives of the young American men who volunteered to join French soldiers in battling Germany prior to America's official involvement in WWI.



Mixing His Love of Flying with Acting: Ellison says that working on *Flyboys* was literally one of the best experiences of his life. “Just the combination of flying and acting,” said Ellison, “it really was like a dream come true – this whole project.



A real-life aviator and aerobatic pilot, Ellison began flying when he was 13 years old and performs at air-shows around the world. In 2003 Ellison was chosen as one of the "Stars of Tomorrow," six of the best aerobatic pilots in the country who displayed their ability to loop, roll, tumble, and free-fall at Oshkosh. In competition, Ellison flies a French CAP 232, the world's premiere aerobatic aircraft and the plane of choice for the world's best aerobatic pilots. He is the son of Larry Ellison, co-founder and CEO of Oracle Corporation and has trained with Wayne Handley.



Join us at the **Buchners' hangar, September 8th at 5:30pm** for a potluck dinner and an entertaining talk by David Ellison on the Lafayette Escadrille and the making of *Flyboys*.

President's Message -- Allen Craig

Wow! The September issue of our newsletter already. What happened to summer?

I missed the AirVenture at Oshkosh this year, but I know we had a large contingent of PMLAA members attend and all reported an excellent time. The Idaho fly-out this month should also create some fun stories to share; see below.

Our association is always grateful for volunteers and thanks to our members we have a great lineup of programs for the rest of the year.

- Wayne Handley for recruiting David Ellison of FLY BOYS. (September)
- Rand Siegfried for bringing in BJ Worth , World Champion Parachutist and movie stuntman (October)
- Paula Sandling for arranging for Brian Terwilliger, producer ONE SIX RIGHT (November)

I would also like to thank members John Andrews, Dan Eells, Jerry Lynn, and Tom Martin for helping paint the Groveland Community Hall kitchen. The updating of the hall has been a joint effort by several local organizations and headed up by the Kiwanis club of Groveland.

A big thank you also to Paul Purifoy and Dick Collier for their entertaining presentation about their helicopter trip to Alaska at the August meeting, and to Norm and Patty Peebles for their hangar hospitality.

It's time to start looking for 2008 Board Members. According to our By-Laws a Nominating Committee shall be appointed in September, and the nominees will be introduced to the membership and voted on at the October meeting. Having worked with Norm Peebles this year I know we'll be in great hands next year, but he'll need help. Volunteer and take your turn helping to manage the organization.

The next meeting will be at the Buchner hangar on September 8th. Not only will we have a great program, but it will coincide with a fly-in of PT-22 Ryan airplanes that will be visiting our airport that weekend. Don't miss these beautiful vintage planes. Please bring lots of food so that we can accommodate our guests. Also, Conni is looking for old "sectional maps" to use as decorations. I know you've got them - so clean out your outdated charts and put them to good use.

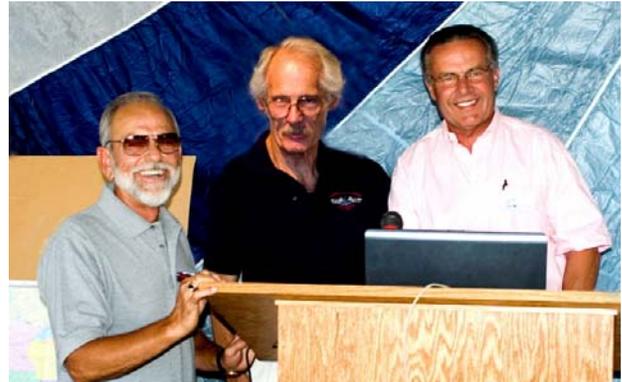
-- Al

PMLAA Fly Out to Idaho, August 19-23

PMLAA is heading north for a return engagement with the Idaho back-country. We meet in McCall on Sunday for a briefing and dinner and then head to camping at Johnson Creek on Monday. Don't miss the fun!

Please contact Norm Peebles to sign up or if you would like further info. Stay in touch with Norm, the trip may be postponed in case of fire/smoke.

PMLAA Member News



President Allen Craig welcomes August speakers Paul Purifoy and Dick Collier. Photo by Miguel Maldonado.

Make Our Voices Heard

Fill-out the PML Association long range planning survey. Go to www.pinemountainlake.com and voice your opinion about current and future PML amenities.



PMLAA members Mike Lella and Steve Martin are the proud new owners of this Christian Eagle aerobatic bi-plane. The plane, built in 2000, was on display at Oshkosh and won Best Bi-Plane at Sun & Fun three years running. It also appeared on the cover of the August 2002 Sport Aerobatics magazine.



PMLAA Member Rand Siegfried gave rides at Oshkosh in the EAA's signature Ford Trimotor.

From the Director
-- Jim Thomas, Airports Director

Flights Over the Lake

The issue of flying over the lake has surfaced again. It seems this is an issue that climbs and dives over time. I previously addressed this issue in my article printed in the August 2005 issue of PMLAA newsletter. Two years have passed and it is probably time to remind pilots that the Lake is a noise sensitive area. The following is an excerpt of my August 2007 article.

Several pilots have asked me whether it is legal to fly over Pine Mountain Lake (the body of water not the subdivision). The simple answer is yes; it is legal to over-fly the lake. To the best of my knowledge, there are no government imposed flight restrictions anywhere in our area, except for the "Blanket NOTAM" that advises pilots to avoid the airspace above or in the proximity to power plants, dams, refineries, industrial complexes, military facilities, etc, and that pilots should not circle or loiter in the vicinity of such facilities. In our case this would apply to the Moccasin power plant and the New Melones Dam. That said, all local pilots should know that the Pine Mountain Lake subdivision is a "noise sensitive areas" and over flight is discouraged.

For many years now flights over the lake and golf course have been discouraged and a sign at the take-off end of Runway 27 states, among other things, "No Left Departure Turns Over Lake". The Airports Department encourages all pilots to respect noise sensitive areas and to operate their aircraft in such a manner that will reduce the impact of aircraft noise on residential areas.

For those who are not yet familiar with the recommended noise abatement procedures for Pine Mountain Lake Airport, a brief summary is listed below:

- When departing Runway 27 climb to 4,000' prior to making any left turns
- When arriving from the southeast, south, or southwest, avoid flying over the lake or golf course or make your arrival at or above 4,500' using a reduce power setting and reduced propeller rpm.
- When departing either Runway 9 or 27, please fly straight ahead until you are well past the end of the runway prior to making any turns. There is an established 1000' long Runway Protection Zone (RPZ) past the end of each runway for safety purposes. Early turnouts over homes is unsafe and a violation of the FARs.

Although departing aircraft make the most noise due to their high power setting, high propeller speed and lower ground speed, arriving aircraft can still be a noise nuisance. Often times arriving aircraft increase their propeller pitch in preparation for landing and a possible go-around. Anytime your engine speed approaches redline, you most likely are creating a significant amount of propeller noise. Pilots with constant speed propellers should avoid pushing in their prop control until established on the downwind leg.

Safety Corner
-- Linda Monahan, Pilot Examiner

The Ever Enjoyable "Load Factor"

In the May article, I talked about trying to land an airplane downwind. Something was really fresh in my mind then and it still is today. What happens when a pilot over-shoots the base to final turn in the traffic pattern???

Larry and I went on a trip with one of my students who bought a Baron 58 Twin. Our plan was to fly to Portland, ME then to Key West, Florida to build the required time and experience for his insurance and his safety. Along the way, we stopped in Lakeland, FL for the Sun N' Fun fly-in.

Our pre-flight brief before we departed Ocala for Lakeland was the published NOTAM for the arrival procedures. We briefed that there were two runways, parallel to each other. When we arrived at Lakeland, we were assigned the right runway, as a line of T28 War Birds was landing on 27L.

My student was still flying too close to the runway on his downwind leg. He had not yet realized his ground speed was faster than the single-engine planes he was used to flying. He made a nice gentle banked turn to base and then final. I will never forget the sight of us flying between two T28's that were lined up for 27L because he over-shot the base to final turn! All of a sudden, he realized that he had over-shot his turn and tightened up his bank. The next instant was the sound of the stall warning horn blaring in the cockpit. "OKAY, Super Instructor, it's about time to save our lives!!!" I will never forget what it looked like to fly back between the same T28's as I added a LOT of power, lowered the nose and headed back to the correct runway.

Once we were safely on the ground, Larry and I got out and shook for the rest of the day! The really sad thing was this pilot didn't have a clue about what had happened. We had a ground school that night in Key West about what had happened and how close we came to disaster! Sadly, just two days before, two people in an experimental died in the same spot at Lakeland, flying in to the same runway, during the same over-shoot on the base to final turn.

What happened in both these cases? What is an "accelerated stall?" What happens when we bank the airplane? Ground School 101 says lift always acts straight up and weight straight down. Sitting on the ground or in level flight we weigh one "G." When we turn the airplane, part of our "lift" gets vectored sideways. In a 60-degree turn we now weigh two "Gs," so a 3000-pound plane now weighs 6000 pounds but actually has less wing surface to support it because of the lift vector. Our stall speed goes up and our "normal" airplane stalls at a faster speed. Add all the extra weight with our luggage and lawn chairs and disaster can strike before we realize it! We can stay safe by realizing that a heavy airplane with an aft C. G. handles a lot differently. It is less stable (but flies faster) and needs more nose down trim. So before your next long trip, load up the airplane, go fly some maneuvers and do some landings. Fly safe!



Mark your calendar:

| | | |
|-------------|---|--|
| September 8 | David Ellison, "Fly Boys" actor and producer | 5:30pm at the Buchner hangar Potluck dinner |
| October 6 | BJ Worth, skydiver, Hollywood stuntman | 5:30pm at Carol Simpson's hangar |
| November 3 | Brian Terwilliger "One Six Right," The Story of the Van Nuys Airport | 5:30pm at the McGowans' hangar |

BOARD OF OFFICERS – 2007

OFFICERS

| | | | |
|--|----------|--|----------|
| President: Allen Craig | 962-6757 | ● Vice President, Airport Affairs: Norm Peebles | 962-1990 |
| VP, Social Affairs: Conni Buchner | 962-4325 | ● Secretary: Bob Cowley | 962-6245 |
| Treasurer: Kay Smith | 962-6986 | ● Property: Paul Sperry | 962-4178 |
| Roster: Diane Harrison | 962-1955 | ● Newsletter Editor: Virginia Gustafson | 962-6336 |
| Seminar Coordinator: Larry Jobe | 962-5501 | ● Membership: Barbara Coldren | 962-5168 |
| Multimedia: Ken Codeglia | 962-6270 | ● Multimedia: Phil Hickerson | 962-6714 |

WWW.PMLAA.ORG

PML Aviation Association
PO Box 131
Groveland, CA 95321

Sept. 8 at 5:30pm
Buchner hangar