



Volume 22, Issue 9 • November-December 2007
A Monthly Publication of the Pine Mountain Lake Aviation Association

One Six Right: The Story of the Van Nuys Airport The Romance of Flying

“One Six Right captures the spirit, joy and beauty of flight. It’s one of the finest aviation films ever made.” -- Harrison Ford

Our November speaker, Brian Terwilliger, is the producer and director of “One Six Right; The Story of the Van Nuys Airport.” “One Six Right” is a film of emotion, exhilaration and beauty. It is an acclaimed, independent documentary that captures the passion of flying and celebrates the unsung hero of aviation – the local airport. Within months of its release, it achieved an international following.

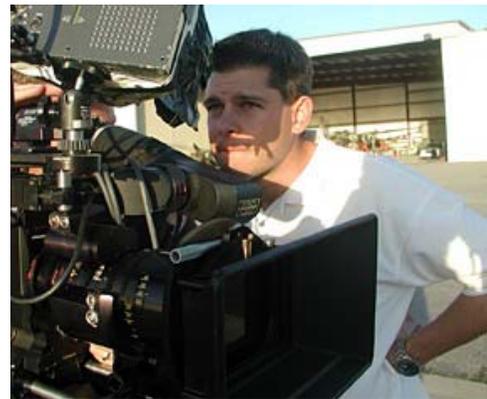


The title “One Six Right” refers to the main runway coordinates of the film’s main character – Southern California’s Van Nuys Airport. The movie uncovers a rich history where Amelia Earhart broke speed records, Marilyn Monroe was discovered and scenes from Casablanca were filmed.

Almost every type of aircraft has graced its runways, from the classic airplanes of the 1920s, to the state-of-the-art jets of today. The film features the latest HD technology with thrilling aerial photography, rare archival footage and a sweeping original score. With no narrator, the story is told

through the personal accounts of flight enthusiasts, air traffic controllers, historians and passionate pilots including Sydney Pollack, Tony Bill and Lorenzo Lamas. You’ll also see our own Clay Lacy. Through the love story of one airport, the film shares the timeless romance of flying with all ages.

Producer/director Brian Terwilliger has extensive professional experience in film, television, music video and commercial production. He has worked with many of the industry’s leading companies including: Paramount Pictures, 20th Century Fox, Castle Rock Entertainment, NBC, Showtime and Buena Vista Television. Brian has been involved with more than one hundred productions in various capacities.



Brian Terwilliger frames a shot

Brian currently owns and operates his own production company, *Terwilliger Productions*. While attending college at California State University, Northridge, Brian created a new curriculum and major – B.A. in Business and Entertainment – for which he received his degree. He is a private airplane owner, a PADI certified scuba diver and a published still photographer.

Come to the McGowans’ beautiful new *heated* hangar, **November 3rd at 5:30pm** for an entertaining talk by Brian Terwilliger, with scenes from One Six Right. The hangar is on the north taxiway, approximately mid-field.

President's Message -- Allen Craig

In my first column I questioned the wisdom of electing a president who "didn't have an airplane or live at the airport." Well, I'm happy to report that your president for 2008 qualifies on both counts. Norm Peebles is an active pilot (B-36 Bonanza), decorated Army helicopter pilot (Vietnam) and as we all know he even has his own hangar. He and his wife Patty have generously offered their hangar for several past meetings. I know you'll enjoy his enthusiasm and will be impressed with his organizational and management skills. He's a retired executive from Nestle' company. Patty tells me one of his responsibilities was planning "executive outings," so get ready for some special meetings.

Don't miss the November meeting. Mel and Suzanne McGowan have invited us to their beautiful new *heated* hangar located on the northwest taxiway. There will be plenty of room for everybody. This is a very impressive facility; don't miss it! The program will feature Brian Terwilliger. He is another up and coming Hollywood movie producer who loves aviation. His presentation will highlight his movie *One Six Right*, which has some of the most beautifully photographed aviation scenes you'll ever see. Our own Clay Lacy contributed to this movie.

Special thanks to Carol Simpson who graciously volunteered her hangar for our Oktoberfest meeting, ex-president Rand Siegfried for arranging for the speaker, B J Worth, and next president, Norm Peebles for conducting the meeting with such style.

This year I tried to stress the importance of our airport to the local community. Frankly some of my efforts were not as effective as I would have liked but I was extremely proud of the success of our second **Community Airport Day**. Hundreds of our neighbors turned out to enjoy the activities and "their" local airport. Planning is already underway for next year's event.

As with many organizations, this association survives only through its members who volunteer their time, facilities, expertise, and in some cases their connections with aviation legends. Thanks to all of you who have contributed to the association this year and special thanks to the members of my team who made my job such a pleasant experience.

• Al

Make your end-of-year gift to Camp Tuolumne Trails

The camp will open in January for the first groups of children with special medical needs. Throughout the year we expect to serve well over 1000 children. Please consider making Tuolumne Trails part of your annual end-of-year charitable giving. All donations are tax-deductible and directly benefit the children. Mail your check to the Jerry and Paula Baker Foundation, 22988 Ferretti Road, Groveland, CA 95321.

PMLAA Member News



October speaker BJ Worth and VP Norm Peebles

Looking Forward -- Norm Peebles

As we wrap up 2007 at PMLAA under the strong leadership of Allen Craig and his team of outstanding volunteers, it's time for me to look forward to the challenges that we will face in 2008. Our organization is blessed with a membership that is truly outstanding in volunteerism, enthusiasm, aviation knowledge and experience.

With your support and help, I hope to continue the strong legacy of entertaining and educational meetings. We need to continue the aviation theme and I feel strongly about using our meetings to educate our membership on aviation issues that will help them in become better aviators. Our first meeting in 2008 will be February 9.



Norm, Sierra and Patty Peebles

Patty and this old ARMY AVIATOR are looking forward to helping support this fine organization in the upcoming year.

• Norm and Patty Peebles
"Apache 25E"

P.S. You can bet we will talk *Helicopters* in 08!

From the Director
-- Jim Thomas, Airports Director

No FAA Grants for PML Airport

The Airports Department was hoping that finishing the Pine Mountain Lake Airport Master Plan and Airport Layout Plan would make the airport eligible to receive FAA Airport Improvement Program (AIP) grants for improving the airport. However, the FAA has chosen to not approve the Airport Layout Plan, which is a prerequisite to being eligible to receive AIP grants since only projects depicted on an approved ALP are eligible for grants. The reason the FAA has decided not to "approve" the Airport Layout Plan is that the FAA now considers residential airpark development an "incompatible land use" for two specific reasons. First, the FAA feels there are safety issues with private vehicles, pedestrians, bicycles, motorcycles, etc. having access to the aircraft movement areas (taxiway, ramp and runway). Second, they feel the deeded through-the-fence access is inconsistent with their compatible land use requirements. This applies to all residential airpark developments throughout the country; Pine Mountain Lake Airport is not being singled out.

So what does this mean to the County and to those who use the airport? The most obvious is that there will be no FAA AIP grant money available to purchase an AWOS, to construct the planned perimeter access roads around the end of the runways, or to address the grading and drainage problems that plague the airport. The County does not have any funds to perform this work either. Fortunately, the airport is in pretty good condition so there are no immediate critical needs. However, as the airport ages, the runway will need resurfacing, the lighting will need replacing, the airport markings will need to be repainted, and grading for drainage will be needed. I will be looking for ways to fund the needed projects and researching available grant money. In the past Pine Mountain Lake Airport has received grants from Caltrans for specific maintenance projects, although in the State's current financial climate, I'm not too optimistic about getting much assistance from Caltrans in the foreseeable future.

The first project that I was hoping to fund through the FAA AIP grant program was the purchase and installation of a SuperAWOS system. Pine Mountain Lake Airport is in need of a weather reporting system and my research indicates that the SuperAWOS would be very appropriate. One of the best features of the SuperAWOS is that the system does not require a certified technician to maintain. The Airports Department can perform all the maintenance. It also connects to the Internet, which makes weather data readily available to both pilots and non-pilots. An installed system will cost around \$75,000, which is a bargain compared to other AWOS systems. Anyone with creative ideas on how to fund a SuperAWOS, please contact me so we can put our heads and resources together to solve our funding dilemma.

Editor's note: Many thanks to Jim, Linda, and Allen for their fine article contributions to the newsletter this year. It's been a pleasure working with all of you. -- VG

Safety Corner
-- Linda Monahan, Pilot Examiner

To Go Around Or Not to Go Around? That IS the Question...

The squirrely winds at Pine Mountain runway 27 claimed another victim last weekend. Fortunately, no one was hurt, but the airplane will be down for quite some time getting fixed.

Fall is quickly approaching in the Sierra Foothills and with it come early winter storms. Last Sunday, we had one such system approach PML with some really gusty, swirling winds. The wind was pretty much out of the South, which tells us a low-pressure system is moving in to our area. The problem was a 90-degree crosswind when landing on either runway! The other issue was the gustiness of the wind and low-level wind shear. Remember if our head wind shears to a tail wind, we lose lift and indicated airspeed. The airplane will settle so fast onto the runway, it's hard to react quickly enough to avert disaster! Such was the case, I believe, last Sunday.

A visiting pilot set up for landing on runway 27, but ended up hitting on his downwind main tire about 20 feet short of the runway. The force was so great, it blew out the landing gear strut and hit the gear door, dragging it on the runway. At this point, the pilot executed a go-around. Now the problem was he couldn't retract the right main gear because it was hanging at a 90-degree angle to its plane of rotation and the wind was not in his favor! He had no option off the end of 27 but to lower the nose and go between the trees. Fortunately, he kept flying the plane and decided to go do a gear up landing at Stockton.

What I want to convey is this: When do you NOT do a go-around??? As an instructor, how many times have I made student pilots do a go-around? I can't begin to count the number of times. Bounces, off the centerline, too high, too low are only a few of the times. But what if you hit a wind shear and the bottom falls out of your approach as it did this day and you hit really hard? What if you hear the sound of grinding metal??? I would say that in these rare cases, it's better NOT to do a go-around because you have no idea of the damage done to the plane. What if there was a prop strike?

The moral of this story is on a gusty, windy day at PML, aim your touch-down point farther down the runway to avoid the "sink hole" off 27 and if you land really hard and hear tearing metal, KEEP it on the ground. Fly Safe!!!

For Sale

Bendix/King KX-155 14V with KI-203 Indicator

Asking \$2800 obo • Retail \$3995

For more info, contact Paul Purifoy at 962-5100

HEAD IN THE CLOUDS?

Flight Instruction at PML
Call Capt. Larry "Sez" Jobe
962-1147



PMLAA 2007: OUR YEAR IN REVIEW

Your 2007 PMLAA Officers



February: Valentine's Dance



March: Ken Orloff's Accident Investigations



April: TINS, Marle Hewitt on his Viet Nam flying



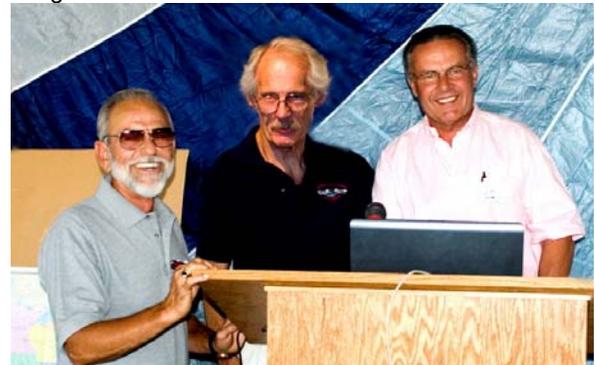
May: CalPilot President, Ed Rosiak



June: Airport Day at PML!



August: Dick and Paul's Excellent Alaskan Adventure



September: David Ellison, Flyboys



October – BJ Worth – see page 2

November – Brian Terwilliger – see page 1

Kent & Sandy Blankenburg's



12th Annual
It's a Wrap!

Toy Drive for Needy Children

Bring a toy, a game or two. You'll feel good through & through.

Saturday, December 8, 2007, 6 p.m.

Blankenburg Museum

20810 Elderberry Way, Pine Mountain Lake Airport, Groveland, California

MENU

Mixed Baby-Greens with Grape Tomatoes & Cucumber with Balsamic Vinaigrette
Baguette and Butter
Seasonal Vegetables and Mashed Potatoes
Roasted Diestel Turkey with Homemade Gravy
Cranberry Chutney, Fresh Cranberries, Golden Raisins and Apples
Apple Crisp with Whipped Cream

Hosted Beer, Wine, Champagne, Soft Drinks, Water & Coffee

AND A VISIT FROM SANTA



If you are unable to attend but would like to drop off toys (or for more information), please call Kent or Sandy at 209-962-4499.

Make your check, for \$25 per person, payable to and remit, by November 30th, to Kent and Sandy Blankenburg, PO Box 203, Groveland, CA 95321 (Sorry, no refunds after November 30th)

Please include a list of those attending with your check, as seating will be pre-assigned.
Reservations Accepted on a First Come, First Served Basis



Mark your calendar:

November 3	Brian Terwilliger, director/producer "One Six Right," The Story of Van Nuys Airport	5:30pm at the McGowans' hangar potluck dinner
December 8	"It's a Wrap"	Blankenburg hangar, catered dinner Reservations required.
January	No Meeting	

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PML Aviation Association
PO Box 131
Groveland, CA 95321

Next meeting
Nov. 3 at 5:30pm
McGowan hangar