



Volume 26: Issue 7 • August 2011

A Publication of the Pine Mountain Lake Aviation Association

**“10 Great Places to Fly to in the West”
Dr. Michael Higgins**

August 6th at 6:00pm at Barbers and Margraves
(located on the back taxiway)

Our August meeting will be different and special! The event is a block party located on the back taxiway and the speaker is Dr. Michael Higgins. Michael is a real entrepreneur. He is the CEO and publisher of *Flying Adventures* magazine – a “lifestyle” travel magazine for pilots which he started 17 years ago. The magazine is “meant to stir the soul and inflame the imagination.” It features beautiful locations and aerial photography – almost all shot by Michael.



With *Flying Adventures*, Michael visits destinations and through impressive photography and romantic, informative articles, reports back to aircraft owners about his adventures at the great places he visits,

Michael’s spectacular aerial photography has been published in major newspapers and magazines, including the Los Angeles Times and National Geographic magazine.

Michael became a pilot in 1990. He was doing an aerial photo shoot over Southern California canyons and was immediately enamored. He quickly earned his license and became a Mooney pilot.

Michael’s most recent project is called “Project Suitcase.” He has made many trips to Africa and each time takes a suitcase filled with books, school supplies



or arts and crafts materials for a local school. He also leads group tours of Africa in which each participant brings a stuffed suitcase to make a huge difference in a village school.

Dr. Higgins is a native Californian. He earned his

bachelor’s degree in art and photography from the Art Center and followed it with an MBA and Ph.D. in business management.

His presentation for us on August 6th is called “Ten Great Places to Fly to in the Western US.” How many have you been to? What should you do there? What’s next on your flying bucket list? Don’t miss this fun presentation including some of the best aerial photography you’ve ever seen. ♦

NOTE: PMLAA will be cooking hamburgers at the block party. Please bring a salad, appetizer or dessert to share. (Usually we have too many desserts and not enough salads and appetizers.) There will also be a donation jar to help defray the cost of the BBQ.

President's Message
- Wayne Handley

Back in 1979 I had the privilege of riding in a limo from the Queen Mary to LAX with General Jimmy Doolittle and his wife. I asked the General if there was a different time in which he would have rather been born. I was curious because he had seen all of aviation in his lifetime, but had missed the opportunity to fly airplanes like the F-16. His answer was a waggle of the finger and the statement, "I couldn't have afforded a split second difference." What a great answer. He later wrote his book, I COULD NEVER BE SO LUCKY AGAIN.

Like General Doolittle, I feel that I was born at exactly the right time in the history of aviation. I have had the opportunity to fly airplanes from each era, however not in the right chronological sequence. I flew supersonic jets long before the opportunity came along to fly WWI rotary powered Sopwiths and Fokkers. I even dabbled a little bit into hang gliding, but that was short lived so I wouldn't be. I have experienced the freedom of flying a Pitts Special from California to Florida without having to talk to anyone, or ask anyone's permission. That is a freedom I truly love and never take for granted.

Now I get totally frustrated watching aviation used as a political football and corporate jets depicted as the symbol of our society's "Fat Cats." Think about how much employment is created by one corporate jet. Is a ten million dollar corporate jet any less of an employment stimulant than the corporate office of the same value? Start with the construction, the financing, insurance, maintenance, and don't forget the government regulators it supports. It's definitely time for a push back from the aviation community, or our apathy will cost us the precious freedoms that we have enjoyed for so long. There, I've gone against my first campaign promise and made a political statement.

Periodically PML pilots are asked to perform fly-bys at various social activities. Though simple in concept these flights never fail to provide surprises. What may be a simple task for a couple of planes can get very complicated (exciting) for twenty. I have yet to conduct a "good" briefing in which every pilot clearly understood and complied with what I thought was agreed upon. I learned from our July 3rd fly-by at the stables that one pass is enough. The audience is not excited about seeing the bottom of our planes twice and the 2nd pass provides too much opportunity for someone to drift out of position. I appreciate the enthusiasm of the participating pilots. Most find it a fun and educational experience and don't sweat the cost or time. Although I would never want to discourage anyone wanting to participate in these events, there are ways we can improve the safety and efficiency of these flights. For

example, no duplication of aircraft type and no aircraft outside a given speed range. Also, a printed briefing card could be distributed to each participant a few days prior. I have two more fly-by requests pending. One is for STCHS at the stables on September 4th and another for the 49er parade on September 17th. So, how many fly-bys are too many? When does the dilution factor kick in and the events become ho-hum? I'm always interested in your input, so please don't hesitate to give me your views.

Wayne

Airport Day is Sept. 24

Get ready for Airport Day on Sept. 24th. We need pilots for Young Eagle rides, and to enter flour bombing and spot landing contests. We especially need a couple of high-wing aircraft to give skydivers a ride into position for their jumps. You can also help with traffic control or food sales. Please call Marle to sign-up at 962-0701. ♦

Safety Corner
- Norm Peebles

Pattern Entry

There have been two recent articles about the proper entry into the traffic pattern at uncontrolled airports in the AOPA magazine.

How many ways are there to enter the right traffic pattern for runway 27 here at PML? Let's count the ways. (1) The standard 45 degree entry for right downwind from the northwest over the canyon. (2) The extended right downwind from the west. (3) The overhead 270 degree from the south. (4) The left base from the southeast. (5) The straight-in from the east. (6) The right base from the northeast.

The questions are, can you fly these entries and are they legal? The quick answer is YES but... As always the FAA might have something to say with some of these approaches, especially if you interfere with other traffic in the pattern. This requires basic common sense on our part. If the traffic pattern is busy, we don't want to cut off or descend into those who have the right of way. We must fit into the current traffic flow.

Here at PML, during the summer the traffic picks up, especially on the weekends, and a good practice would be to make an initial call some 10 miles out to establish the current traffic conditions and determine what type of entry would be best.

Be safe and have fun flying. ♦

*From The Deputy Director
- Jim Thomas*

Impacts of the Tight Budget

This last fiscal year has been financially difficult for the Pine Mountain Lake Airport, and we are going to have to do with less next year. The County has cut this year's Airports budget even further which means that airport maintenance will be more challenging. The two most significant expenditures at the airport are utilities and the storm water permit and monitoring charges which together cost nearly \$8,400. These two expenses alone are approximately 56% of our maintenance budget. County mandated costs (phones, County Counsel, Auditor-Controller, etc) are about \$3,200 or approximately 21% of the budget. The remaining \$3,300 covers facilities maintenance (gate, pilots lounge, airport lighting, etc.), fuel to drive from Columbia Airport to PML Airport, office expenses, and a 20% share of some Division operational expenses (vehicle maintenance, computers, etc.).

As we know, some people view flying as a discretionary activity and when tough financial times arrive, the money they spend on aviation is the first to be curtailed. When extremely tough financial conditions occur, people sell their airplanes and get out of aviation altogether. I've seen this happening over the past couple of years with people selling their airplanes and cancelling their tie-down, impacting the monthly revenue to the airport. Also, airplanes that aren't flying aren't consuming fuel resulting in a reduction in the airport's income from the fuel flowage fee. Although the fuel flowage fee is not a significant percentage of the airport's income, any reduction in fuel flowage is a reduction in the airport's income.

Transient parking fees are down as people travel less by personal aircraft. Although the transient fee is modest at \$4 per night for a single and \$8 for a twin, the reduction in annual revenue due to fewer transient aircraft is noticeable.

Another impact this fiscal year (started July 1st) is that all the Airports employees will again be required to take 15 furlough days (3 weeks) resulting in almost a 6% reduction in work hours. The two maintenance technicians must schedule their furloughs so that there is one person on duty while the other is off on furlough. This 6% reduction in work time means that there may be 3 weeks during this coming year that there will be no maintenance service at PML airport.

On the financial bright side, we are receiving regular monthly lease payments from Gold Country Hangars for their ground lease for the new hangar complex. The regular monthly income and is actually more than

we would have received if all of the 14 displaced tie-downs were rented. Of course, not all the displaced tie-downs were rented so the increase in revenue is significant.

PMLAA News

July 9th was a busy day for PMLAA. "RV Day" drew a large number of visiting RV pilots from around the state, including the West Coast Ravens RV formation team who put on an impromptu formation flying demonstration.



A huge thank you to Dick VanGrunsven of Van's Aircraft for not one but two great presentations at our July meeting. His Tech Talk in the afternoon drew over 60 RV builders, pilots and enthusiasts, and his evening presentation was a full-house standout.



Many thanks also to the BBQ cooks and helpers and to Mike Gustafson for recruiting and hosting

Van. Special thanks to Mel and Suzanne McGowan for their hangar hospitality. ♦

Johnson Creek Fly-Out Plans

Pine Mountain Lake Aviation Association is organizing a fly-out to Johnson Creek, Idaho, 3U2, 3nm south of Yellow Pine, Idaho. The Hellingings will be there Thursday, July 28th to Monday, August 1st. There is a campground with showers next to the grass runway. Join us for a day, two days, or whatever you like. Come early and stay late - stop at Johnson Creek on your way back from Oshkosh. You can check out Johnson Creek Airport Webcam online. Go to www.airnav.com/airport/3U2 for the webcam link. RSVP to Ken Helling, 962-7597, as soon as possible.



2011 Meeting Calendar

(subject to change)

Date	Program	Location
August 6	Dr. Michael Higgins, <i>Flying Adventures</i>	Block party at Barbers and Margraves
September 3	Janice Brown, Solar-powered Aircraft	McGowans' hangar
September 24	AIRPORT DAY! <i>New date</i>	PML Airport; Dinner at Gaudentis'
October 29	Stan Stokes, Aviation Artist <i>New date</i>	Muckels' hangar
December 3	PMLAA Holiday Party	Buchners' hangar

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PML Aviation Association

PO Box 131
Groveland, CA 95321

Next meeting: August 6

Block party on the back taxiway.