



Volume 22, Issue 5 • June 2007
A Monthly Publication of the Pine Mountain Lake Aviation Association

PML Community Airport Day And Air Show – June 2

Free and Open to the Public

June 2nd is the big day at PML Airport! We are opening the airport to the entire community to share our love of flying and some of the special skills of our members. This is a great opportunity to build support in the non-flying population and to provide a fun day for our community. *Invite all your non-pilot friends.*

Vicky Benzing has been working for months to line up a top-notch list of performers. Take a look at the performers profiled on page 6 and you'll get an idea of what a wonderful show is in store.



Vicky is an accomplished aerobatic pilot. Last year she competed in the Intermediate category and won 3 first place awards in regional

contests and placed 8th in the US at the National Aerobatic Contest; she also won first place in both the Northwest Regional Point Series and the Southwest Regional Point Series. In her other life, Vicky has a PhD in physical chemistry and handles patents for Novellus Systems. Vicky was a finalist in NASA's astronaut program in 1995.

Clay Lacy will be flying the skydivers' jump plane and will also give a demonstration of short field landings.



Mr. Lacy wanted to be a pilot at age 7. At 19 he was behind the controls of a United Airliner as the youngest pilot in the business. He joined the USAF during the Korean War. In 1968, Mr. Lacy established the first

executive jet charter service west of the Mississippi, using a leased Learjet. His name appears many times in aviation record books. His most memorable achievement was the 36 hour 54 minute around the world trip in a Boeing 747SP "Friendship One" in 1988 which raised \$500,000 for Children's Charities. Clay has 50,000 hours of flight time, more flying hours in jets than any human on the planet!

Wayne Handley will be "air boss" for the show – coordinating the show and ensuring everyone's safety. Wayne has trained most of our air show performers and is one of the best aerobatic pilots in world. Students call him their "zen master." Wayne is a former naval aviator, ag pilot, aerobatic champion, and preeminent airshow performer. Since beginning his aviation career in 1957, he has amassed over 29,000 hours of flight time with little of it spent straight, level, or upright. He has numerous championship awards and holds the world record for 78 inverted flat spins. In 2001, Wayne was awarded the ICAS Sword of Excellence for his outstanding service and personal contribution to the airshow industry. In 2005, Wayne was inducted into the Air Show Hall of Fame.



JUNE 2 SCHEDULE

12:00 – 3:00pm Airport Open House

- Refreshments available
- Airplane and helicopter displays
- Visit the Blankenburg Museum

3:00 – 5:30pm PML Airshow

- Skydivers over PML Airport
- Beech Boys formation flying team
- Aerobatic air show with champion performers

6:00pm – Barbeque dinner and music

- At Meermans-Henley hangar
- Pre-paid reservations required

President's Message

-- Allen Craig

I'm a pilot who doesn't own an airplane or live at the airport. Luckily I have wonderful friends who let me share in their aviation adventures. This month I was fortunate to fly along with Wayne Handley and Ken Helling on their trip to Lone to visit the Sanders facility at the Eagle's Nest airport.

The airport is a paradise for war bird collectors. It's a private airport with large (25 acre plus) runway access lots. Although I didn't know the airport I certainly knew of the Sanders family (Dennis and Brian) from my many years at the Reno Air Races. Their father was the famous aviator Frank Sanders. They are the Hawker Sea Fury "kings" and their facility is nothing short of spectacular. Hangars full of Sea Furys and many other interesting airplanes.

Across the street/taxiway is the home base of Mike Brown's collection. He's the pilot/owner who won the unlimited race at Reno last year in his highly modified Sea Fury, "September Fury." The day of my visit they were test flying a new prop on September Fury that they hope will make it even faster next year. This could be a great place for a flyout. Interested??

Many thanks to Tony and Silvano Gai for hosting our May meeting in their beautiful new hangar. Our speaker, Ed Rosiak, was sobering. I had no idea so many California airports had been closed in the last few years. Even worse are those airports that are currently under attack. Some people just don't understand the importance of a local airport. It is our job to educate the community. We have one of the strongest local pilot organizations in the state and the June airport day is a great way for us to reach out to our neighbors and show them what the PML airport means to them.

The planning for the event is going well. Please spread the word and bring your friends. Vicky Benzing and Wayne Handley have a great list of performers and we expect several exciting and special airplanes to appreciate.

The Blankenburg museum will be open from noon to 3:00pm. Please make sure your friends make the trip down the taxiway to visit their collection of award winning airplanes and memorabilia. Kent and Sandy's contribution to our airport cannot be over emphasized. They have introduced hundreds of people to the airport through their hospitality and generous support of community activities at their hangars. Stop by the museum, sign their book, and be sure to say THANKS!

If you have not yet bought your tickets for the June 2 barbecue dinner, please send in the form in this newsletter today. Seats are limited, and pre-paid reservations are necessary. It will be a great dinner at the Meermans-Henley hangar with live music by Chris and Lori.

We need a few more volunteers for the air show. If you haven't signed up, please call Norm Peebles at 962-1990.

See you for a busy and fun day on June 2.



The Beech Boys formation flying team will perform at PML



PMLAA members enjoyed an April fly out to Woodlake.

Columbia Airport Father's Day Fly-in

The 41st Annual Father's Day Fly-In will be held at Columbia Airport June 16th and 17th. The fun begins each morning with a traditional Father's Day Pancake Breakfast from 7:00 to 11:00am.

The entire family will enjoy seeing the Experimental, Classic and Warbird aircraft, along with airplane and beverage booths, CDF aircraft and demonstrations, aircraft fly-bys, a tri-tip dinner, dancing to live music Saturday evening and more! Sunday activities also include a spot landing and flour-bombing contest. Don't miss this year's two-day event, it promises to be fun for everyone!

This year's Fly-In will celebrate the 50th anniversary of the Columbia Air Attack Base, which was opened in 1957. There will be flying examples of the various air attack aircraft that have been based at Columbia over the years

The P-51 Mustang is the highlighted plane this year, with several attending each day.

NOTICE TO PILOTS: Columbia's runway will be closed from noon to 3:00pm Saturday and 11:30am to 3:00pm Sunday for Aircraft Fly-bys, Demonstrations and Events

- TEMPORARY TOWER FREQUENCY 127.9
- TEMPORARY GROUND FREQUENCY 121.05
- AWOS 124.65
- PLEASE CHECK NOTAMS

Support California Airports

The May 5th speaker, Ed Rosiak, from California Pilots Association talked about the risk of GA airports being closed down and the need for pilots to be proactive against conflicting development near airports. His talk got the attention of several PMLAA members who asked me to discuss the risk of closure of our airports and what can be done to meet these challenges head-on.

First, I want to let everyone know that we do have a very proactive Airport Land Use Commission (ALUC) that is very protective of our two airports. The ALUC is under the jurisdiction of the Community Development Department, not the Airports Department. Their responsibility is to review any development within the Airport Influence Area for consistency with the Airport Land Use Compatibility Plan, which addresses potential impacts, related to:

- Ground exposure to aircraft noise
- Land use safety with respect to both people on the ground and the occupants of aircraft
- Protection of the airport airspace
- General concerns related to aircraft over-flights

The current ALUC members include PML residents Dick Collier, Tom Martin and Red Rossio, with Mike Gustafson and Mick Hopson as alternates. All these guys are very conscientious and dedicated to making sure development near our airports is consistent with the Land Use Compatibility Plan. Consider them our first line of defense against airport closure and provide them your support.

Columbia and Pine Mountain Lake Airports have not been immune to efforts to close the airports or restrict their use. Unlike Pine Mountain Lake Airport, which is a residential airpark, Columbia Airport does occupy some valuable land that is a prime target for development. In the past a developer has proposed moving the airport and replacing it with housing. Although that proposal fell by the wayside, it can be expected that a similar proposal will surface in the years to come.

At Pine Mountain Lake Airport there have been several initiatives to restrict aircraft over-flights of some portions of the PML subdivision, primarily due to noise concerns. Although these concerns may not seem like a significant threat, they could have easily escalated into an effort to close or restrict the use of the airport. As Ed pointed out during his talk, pilots need to fly responsibly. Aircraft noise is probably the biggest aviation concern raised by non-pilots. Noise complaints from people living off the end of the runways, under the traffic patterns or in the vicinity of an airport are common. I believe that flying quietly is one of the most effective actions all pilots can take to reduce the threat of any airport closure.

In closing, we still need volunteers for the Father's Day Fly-In. If you are interested in helping, please contact the Airports Department at 533-5685 or download the Volunteer Registration Form from our website www.fathersdayflyin.com.

We Don't Need No Stinkin' Windsock!

Please forgive my bad grammar but sometimes it helps to make a point! Twice in the last two months two pilots have chosen to ignore a very basic principle of aviation and ended up wrecking their airplanes at PML.

A very basic law of physics and aerodynamics is that airplanes fly in an air mass. If one is attempting to land on a runway, it stands to reason that landing into the wind would help slow the plane down so that the landing speed is as slow as possible. The \$64,000 question this month is, "How do you determine which way to land?" Just because we "always land on 27" doesn't mean that is right or safe. All we have to do is fly over the field and look at the windsock! If an airport has an AWOS or ASOS (weather reporting station) it is simple. But "PML International" doesn't have that luxury.

Our first incident was a new pilot in a Piper Tomahawk who tried to land on runway 27 in the morning. The wind was out of the East at about 10 knots. He did a go-around twice and on the third attempt, stuffed it on the runway more than $\frac{3}{4}$ down the runway, jammed on the brakes trying to stop, and ran off the end of the runway into the trees. As instructors we always teach to go between the trees if you have to land out. This lucky gentleman did just that, but not because he was in control. The result was a cut on his hand and a totaled Tomahawk!

The next incident was a Mooney that landed mid-day with a tailwind on runway 9. This time the wind was out of the West at about 10 knots. This gentleman sailed down the runway past our house (mid-field), Code 3 without flaps. Instead of doing a go-around, he locked up the brakes, ran off the end of the runway, and ended up facing the wrong direction on the driveway going to a house, with the landing gear partially collapsed. His statement was, "I couldn't do a go-around because the turbo had spooled down." Needless to say, he didn't understand the working of a turbo-charged airplane engine.

I'll continue this article next month and talk about THE MOST DEADLY place of airplane accidents: the base to final turn in the pattern and how wind affects our drift over the ground. Fly safe!

The Bakers and the Gustafsons enjoyed a fly-out weekend at the beautiful Flora Vista Inn, near the Watsonville Airport and near all the attractions of the Santa Cruz - Monterey area. Call 831-724-8663.



www.floravistainn.com

PML Air Show Performers

Here are just some of the world-class air show pilots and skydivers we'll see at the PML Air Show on June 2.

Craig "Brute" Teft comes from an aviation family and started flying as a teenager. He has a degree in aeronautical engineering from Arizona State. In the Air Force, he flew F-4 Phantoms in the Philippines and then was selected for the USAF Fighter Weapons School.



After two deployments as squadron leader in the Middle East, Craig became a Top Gun instructor at Nellis Air Force Base. He retired from the Air Force last year. Craig has been competing in aerobatics for ten years and won the bronze medal in the 2000 US National Aerobatic Championships. Craig will be flying his Pitts.

Jason Wondolleck has been passionate about flying his entire life. He received his pilot's license at age 20, and started flying aerobatic competitions 3 years ago. He lives in Redlands.



Jason flies a Staudacher, designed and built by Jon Staudacher in Kawkawin, Michigan. Jon has built over 35 of them and they are flying all over the world. With a 330 horse power engine, 360 degree per second roll rate and +/-15 design G load this airplane is awesome to fly and watch.

Jacque Warda was introduced to aerobatics in 1986, when she received her private pilot's license and was convinced that aerobatic flying was her destiny. She entered the International Aerobatic Club competition in August 2000

at age 50 and has rapidly progressed toward the "Unlimited" category. Jacquie became an air show pilot in 2003. She has also had great success in the Reno Air Races. Her favorite aircraft is her unique "Red Eagle" Pitts S-1T. Jacquie lives in Danville. She has been featured in Smithsonian Air & Space, World Airshow News, Sport Aerobatics, Atlantic Flyer, Fly-Low, Pacific Flyer and In-Flight USA.



Doug Pleatman is a National Champion skydiver with over 3300 jumps to his record. He is also on a nationally competitive canopy formation team. He holds USPA D license D-13656, PRO rating (professional exhibition), he is a jumpmaster, and a member of Air America airshow team. Doug is an ER physician in Cameron Park.



"Doc Doug" has been an FAA Aviation Medical Examiner since 1989 and private pilot since 1992, plus he is an USUA ultralight pilot.

Doug Jardin discovered hang gliding in 1977 and became an expert pilot flying in competitions in California, Australia, and New Zealand. He earned his private pilot's license in 1982 and entered his first aerobatic competition in 1990. In 1994 Doug moved to the advanced level winning the California point series in his Pitts. In 1997 Doug competed in the advanced World Aerobatic Championships. He finished 5th in the known and 8th in the freestyle. He went on to win all the advanced competitions



that he entered from 1997 through 2000. Doug moved to the unlimited category in 2001 with his Sukhoi 26 MX. He won the B.F. Goodrich Trophy at the US Nationals. In 2003 Doug

competed at the Unlimited World Aerobatic Championship. Doug resides in Murrieta, with his wife and 6 children.



Cat and Rick Beckley are experienced sky divers from Grass Valley. They recently participated in a world-record setting 139-person formation.

June 2 Airport Day Plans

The PMLAA Community Airport Day and Air Show on June 2 will be a spectacular event—even better than last year. Here are just some of the scheduled activities:

- Airplanes on display
- The Blankenburg Museum will be open (12:00-3:00pm)
- Skydivers start the show at 3:00
- The “Beech Boys” Bonanza formation flying group
- The aerobatic show from 3:00-5:30pm
- Hotdogs, sodas and PMLAA shirts for sale
- Barbeque dinner for the air show performers, PMLAA members and guests only. Note reservations and pre-payment is required; please use the form below.

June 2 PML Community Airport Day and Air Show

Volunteers Needed – please sign-up and be part of the fun!

Help make PML Community Airport Day special!

To volunteer, call Norm Pebbles at 962-1990 or mail this form to PMLAA, Box 131, Groveland.

Name _____ Phone number _____

_____ I can host a visiting pilot. My guest room has a _____ bed and a (private/semi-private) bath.

_____ I'll help at the event:

- _____ What ever you need
- _____ Fly my plane past spectators before the air show starts
- _____ Park airplanes
- _____ Sell hotdogs, sodas and PMLAA shirts
- _____ Direct pedestrian traffic
- _____ Set up tables, barriers, etc.

_____ Display my airplane on the ramp; Type _____

June 2, 2007

6:00pm

At the Meermans-Henley Hangar

The Famous Diestal Family Turkey Ranch Barbecue for PMLAA Members and Guests
Meet the Air Show performers
Music by “Chris and Lori”

Seating is limited; Pre-paid reservations required!

Your names _____

Guests' names _____

Number of seats: _____ @ \$12 each = _____ enclosed.

Make your check payable to PMLAA and mail to: PMLAA, Box 131, Groveland, CA 95321
By May 25, 2007

Mark your calendar:

June 2	Community Aviation Day and Air Show	12:00-5:30pm at PML Airport 6:00pm barbecue at the Meermans-Henley Hangar, Elderberry Way <i>NOTE: pre-paid reservations required</i>
July	No Meeting See you in Oshkosh, July 23-29	
August 4	Social Meeting	Location TBA
September 8	"Fly Boys" movie producer, David Ellison	The Gaudenti hangar

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WWW.PMLAA.ORG

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Community Airport Day
and PML Air Show