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A MONTHLY PUBLICATION OF THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION

Bob Hoover Aviation's Living Legend

About our October 2, 2004 Guest Speaker

R. A. "Bob" Hoover has distinguished himself in war and peace as a World War II and Korean War fighter pilot, world-renowned test pilot and aerobatics genius. He is a soft-spoken gentleman, tall and slender, with a heart of gold who has earned the respect and admiration of millions.

Bob Hoover has been flying for more than fifty years. One of the most recognized faces in aviation, he has flown more than 300 types of aircraft and performed in thousands of air-shows world-wide.



Bob's demonstrations in his Shrike Commander, performing his energy management maneuvers with both engines shut down, were nothing short of spectacular. His famous yellow P-51 Mustang was one of the main attractions at the Reno National Air Races for many years. Bob has received countless awards, including the Lindbergh Award at the Smithsonian, Kitty Hawk Award, Distinguished Flying Cross, Soldier's Medal, Air Medal with Clusters, Purple Heart and French Croix de Guerre. EAA honored him with Bob Hoover Day at their annual AirVenture in Oshkosh. In 1988, he was enshrined in the National Aviation Hall of Fame in Dayton, Ohio, along with his friends Neil Armstrong, James Doolittle, Charles Lindberg, Eddie Rickenbacker, The Wright Brothers and Chuck Yeager.

Bob Hoover is the only man to have served two terms as president of the exclusive Society of Experimental Test Pilots. He was Captain of the United States Aerobatic Team, which participated in the 1966 International Competition in Moscow.

Born in 1922, Bob first learned to fly at Nashville's Berry Field, paying for flight lessons with money he had earned while working at a local grocery store. Not long after this, he enlisted in the Tennessee National Guard and later went on to Army Pilot Training during World War II. Upon graduation, he posted in England and then, at age 21, in Casablanca, where he flight-tested various airplanes. Many of his test flights have been described as "flying the feathered edge of the design envelope."

Bob's next assignment was with the 52nd Fighter Group in Sicily. He flew 58 successful missions before being shot down in his Mark V Spitfire off the coast of Southern France. Bob was captured by Axis forces and held for 16 brutal months in the Nazi's infamous Stalag Luft 1 prison camp. He escaped by stealing a Luftwaffe F-190 and flying it to Holland.

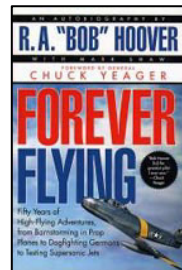
WWII ended and Bob was transferred to Wright Field's Flight Test Division, where he flew many of the captured Japanese and German airplanes. At that time, he met another legendary aviator, Chuck Yeager. Bob hoped to break the sound barrier in the Bell X-1 but, unfortunately, a desperate bailout from an F-84 Thunderjet shattered both his legs, dashing those hopes. When the X-1 finally flew, Bob was flying high chase in a Lockheed P-80 Shooting Star.

He went on to be a civilian pilot for each of the branches of the service, even demonstrating dive-bombing techniques in North Korea, which was then enemy territory.

Bob was the first man to fly the XFJ-2 Fury Jet and the Navy's T-28 trainer. He has set a number of world aviation records, including three climb-to-altitude records of a turbo prop Commander in 1978. Bob also set a coast-to-coast record in a P-51 in 5 hours and 20 minutes from Los Angeles to Daytona Beach in 1985.

General Jimmy Doolittle proclaimed, "...Bob Hoover (is) the greatest stick and rudder pilot who ever lived." Chuck Yeager said, "Bob Hoover is the greatest pilot I ever saw."

Bob's autobiography, Forever Flying, is a remarkable account of this incredible man's life: a truly inspirational story for pilots and non-pilots alike. In the book's foreword, Chuck Yeager wrote: "(Bob's) life is filled with wondrous adventures that seem almost unbelievable, and I guarantee that you will be spellbound reading about one of history's greatest aviators."



In over fifty years, Bob Hoover performed in a wider variety of aircraft, in more countries, and, before many more millions of people than any other pilot in the history of aviation.

Bob continues to amaze his peers and fans with unwavering enthusiasm for aviation.

We are indebted to Clay Lacy for the introduction to Bob Hoover; and, to Bob for graciously waiving his fee to address our organization. The Pine Mountain Lake Aviation Association is privileged to welcome the incomparable Bob Hoover at 5 p.m. on Saturday, October 2, 2004 at the Blankenburg Museum, Pine Mountain Lake Airport. .

➔ Keith Zenobia

President's Corner

- Jerry Baker

First, my apologies for the late news letter. We just returned from a terrific river cruise throughout Europe. The food was great, the ports of call very interesting and the accommodations excellent. There were a number of PMLAA members on the trip so you may hear various accounts of this adventure. Don't believe a word you hear. We were all proper ambassadors of the US and PML for the entire trip.

During the trip I couldn't help but notice the lack of general aviation going on. A little research on the subject has renewed my opinion that we are very lucky to live where we do.

In most of Europe and UK general aviation is considered a privilege not a right. The skies are considered to be the domain of the military and commercial airlines. A complicated flight planning process which may include a phone call to the destination to schedule your arrival is generally required before every flight. Several UK based web pages were dedicated to flying vacations to the US., just to experience our freedoms.

You would think that with the generally lousy flying conditions in the UK that there would be plenty of nav aids there. Wrong, nav aids are few and far between (20 VORS in all of UK) and mostly NDB's at that.

And then there is the cost to deal with. Avgas is currently running \$7.30 a gallon. A Cessna 152 rents for \$140 per hour. Of course if your plans include landing (always a good idea) that will be \$25-30 per touch down. No, I don't think they charge you for bounces.

I think we often take for granted the our flying conditions here in California as compared to the rest of the US. The comparison to the rest of the world is even more dramatic. There are something like 600,000 pilots with current medical certificates in the USA. They represent 80% of all the active pilots in the world. General aviation as we know it appears to be a uniquely American institution.

Most of us talk about how fortunate we are to live where we do, here is another reason to add to your list.



Conni's Comments

- Conni Buchner

Our October PMLAA meeting is almost here and that means we have Bob Hoover as our guest speaker. What a treat! I hope all of you have your reservations made if you want to hear him as we have about five tickets left at this writing.

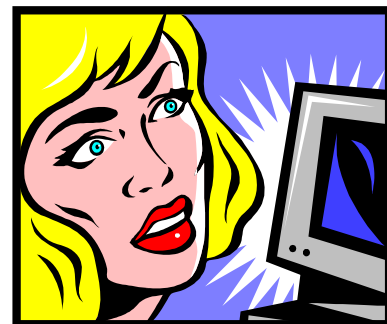
In September, Ken Rowe was an awesome speaker and it was interesting to hear him tell his stories.

The November meeting will be a pot luck on November 6 at 6:00 PM. Set up time will be at 10:00 AM that day. I hope we have as large a turnout for set up as we did last month. It really helps. Alan and I appreciate it.

Remember to bring enough for 6 persons plus if you have guests bring an additional amount for them. The last potluck was a smashing success because every brought their share plus some.

The December meeting will be on December 11 at which time we will be having the "IT'S A WRAP" party here at the Buchner Hangar. A flyer with all the details is included. This year we are giving the Thanksmas party a rest. The "IT'S A WRAP" party is going to be in its place this year and it is guaranteed to be different from before. More on this in the next newsletter.

Visit our cool new website



www.pmlaa.org

Thank you,
webmaster
Silvano Gai



On a Lighter Note...



Meet our PMLAA Members

- Virginia Gustafson

Bob and Nancy Gould

962-4030

ngould@webtv.net

Bob and Nancy's son visited friends at PML eight years ago and liked the area so much he suggested his parents consider it for retirement. The Goulds had done a lot of hiking and camping in Yosemite, but had never heard of PML. So, they came on a snowy weekend in March, took a quick look around, decided it would be the perfect retirement area, and bought a lake lot.

Bob and Nancy built a beautiful home on the lake and spend April to November here. In the winter, they head to the sun in Palm Desert. Bob recently built put in a dock to take full advantage of their lake location. They love to sit by the lake and read or visit with friends going by.

Bob spent 38 years as an aero-space engineer working for companies such as R&D Associates, Logicon and Nothrup Grumman. He specialized in missile research and worked on studies for projects such as the Reagan Administration's Star Wars effort.

Bob is also is a very talented woodworker who always has projects underway. He did all the finishing work in their house, including cabinets, railings, and decks. He's also an avid hiker who has conquered most of the mountain hikes in Yosemite. Nancy walks Upper and Lower Skyridge with friends every day.

Nancy is from Wisconsin, and Bob is from Ohio, they met at Purdue, married and moved to California after college. They have three sons ages 38, 35, 32 who all live in southern California.

During their summers at PML, Bob and Nancy have joined the Residents, Garden, and Ladies Club, as well as the Aviation Association and Historical Society. They are also regular "potluckers" at the Friends of the Lake socials.

How slow can you go?

It seems that it was a very busy day and a "good ol' boy" American (Texas-sounding) AF C-130 reserve pilot was in the instrument pattern for landing at Rhein-Main. The conversation went something like this...

Tower: "AF1733, You're on an eight mile final for 27R. You have a UH-1 three miles ahead of you on final; reduce speed to 130 knots."

AF1733: "Rog-O, Frankfurt. We're bringin' this big bird back to one-hundred and thirty knots fur ya."

Tower (a few minutes later): "AF33, helicopter traffic at 90 knots now one-and-a-half miles ahead of you; reduce speed further to 110 knots."

AF1733: "AF thirty-three reinin' this here bird back further to 110 knots"

Tower: "AF33, you are three miles to touchdown, helicopter traffic now one mile ahead of you; reduce speed to 90 knots"

AF1733 (sounding a little miffed): "Sir, do you know what the stall speed of this here C-130 is?!"

Tower (without the slightest hesitation): "No, but if you ask your co-pilot, he can probably tell you."



Ground Handling Thai style

Direct from the Director

TFRs at PML

-By Jim Thomas

The Columbia Airport Community has been saddened with the death of one of the firefighters who was based at the Columbia Air Attack Base. The normal energetic, vocal twenty-something firefighters quietly sat around the airport yesterday reflecting on the death of one of their own. Fighting wildfires is dangerous business, whether you are on the ground clearing a firebreak or flying an air tanker or a helicopter.

Most of our local pilots probably never knew that a TFR was established during the Tuolumne River fire that included the east edge of the Pine Mountain Lake Airport. This was a 7 nautical mile radius zone centered over the fire and included all airspace from the surface to 10,000'. Rancho Murieta Flight Service phoned my office to inform me of the TFR after which I immediately printed out both a graphic and the text description of the TFR and had it posted at the PML gas pump and in the window at the pilot's lounge. I also called some local PML pilots and asked them to spread the word. One thing I don't want to see is a pilot get busted for flying inside a TFR and the last thing I want to have happen is a "close encounter" between the air attack aircraft and a GA pilot.

Although wildfire TFRs don't seem as onerous as a VIP TFR, they still are restricted airspace and you can get busted for flying through them. All that is needed is for one of the air attack pilots to get your N-number and report it. If that happens, you most likely will get a call from the FAA and you could face a 120-day license suspension.

If you are not in the habit of checking for TFRs, you should at least understand that where there is smoke "there most likely is a TFR" when air attack aircraft are being used to fight the fire, which is almost always. These days, the CDF launches aircraft at the first notification of a fire and then decides whether to use them or not once the aircraft are on the scene. Their rapid response has prevented many small fires from becoming major disasters.

When you see a big plume of smoke, adjust your course if to stay at least 10 miles away from the fire. Look for and avoid fire fighting aircraft flying between the local airports and the fire. If the plume is small and looks like a fire may have just started, get on the radio and call Flight Service. They will let you know if the fire has been reported and will also tell you if a TFR has been established. Early warning is important. So is keeping clear of a fire when an air attack is in progress.

Safety Corner

Night Landings

— By Mike Gustafson, CFII

The FAA defines night as "the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time." Did you know that we have our own almanac!

Official night is important if you are not night current. To be night current you must make 3 take-offs and landings to a full stop, before you can carry passengers. And there is one little zinger; the take-offs and landings must take place one hour after official sun down or one hour before official sunrise.

The NTSB and the FAA are looking into the official definition of "night" as it applies to mountain airports due to a number of high profile accidents that were caused by night conditions but occurred almost an hour before official night. As the sun gets lower on the horizon, mountains, ridges, even hills will cast the airport into "night" conditions well before real night begins. Shadows can cross the runway in weird angles and give false landing clues to the pilot. Think about South Lake Tahoe and its proximity to the mountain to the west as an example of this effect.

Night landings can provide a challenge in the best of situations, but add mountain terrain and it can be disastrous.

It may not always be possible, but I suggest that you should never land at a mountain airport at night unless you have previously landed there in the daytime. Not being familiar with the terrain around the airport often results in a non-standard landing pattern being flown at night. Most night landing accidents (excluding deer) are caused by running off the end of the runway. I call this the black hole effect. Because you can't see the terrain below, you stay high through out the approach, ignoring the VASI, and then try and plant it on the runway. You find yourself gliding along the runway waiting for all the excess speed to bleed off.

Runway lights and the width of the runway are also confusing at night. If the runway is wider than you are used to you will try and get the light spacing to "look right" for you flare. If the lights are wider than you are used to you will flare high, if they are narrower, then you will delay your flare.

Night landing places an even stronger requirement on you to fly the pattern at the correct altitude and speed, turn your base and final at normal spacing and altitudes and use the approach aid VASI on final. Yes, the pucker factor will be high because your untrained sense will be screaming to stay high. Also be aware of the runway differences from your home airport and think yourself through the flare.

All of this assumes good weather, no winds, and no deer on the runway. An IFR approach with a circling to land minimums at an unfamiliar airport just ups the risk.

Night flights can be a nice break in your usual daytime flight plans, providing a different look and feel to the flight experience. Just don't let the last 5 feet ruin your evening!

Fly safe!

As Fires Rage, A New Way To Fight Back Surplus A-10s Suggested As Tankers...



There's nothing like a little adversity to inspire innovation and a California company says it has part of the solution to the problem of aging large air tankers. Aero Tech Ltd. has been trying to convince California authorities and the U.S. Air Force to test A-10 attack aircraft as medium-sized air tankers.

The company's Web site claims governments are wasting time and money continuing to convert 50- and 60-year-old designs into effective firefighting aircraft when the FireHog version of the venerable Warthog carrying about 1,550 gallons of retardant would provide a modern alternative. Aero Tech claims a converted A-10 could carry nearly half the load of a large air tanker (which generally carry between 3,000 gallons and 5,000 gallons) and zip it to a fire at 340 mph. Once on station, the highly maneuverable jet would be fully aerobatic, even with a full load, and be able to drop its load more precisely than large air tankers. What's more, the company claims, the electronic gear already installed on A-10s, like infrared scanners and bomb-aiming devices, would be invaluable in fighting fires.

Aero Tech has been promoting the A-10 tanker concept for almost 10 years but the recent grounding of 33 large air tankers by the Forest Service gave new impetus to the proposal and the company prepared a brief for western governors. One of the biggest stumbling blocks appears to be freeing up a couple of A-10s for testing. The brief to the governors notes that dozens of A-10s, in flying condition, have been donated to museums in recent years and there are about 200 in storage in Arizona. Aero Tech claims the cost of converting an A-10 to firefighting duty is about \$3 million, which it says is less than the conversion cost of less-effective S-2T aircraft in California.

The company says the A-10 would be used primarily as an initial attack tool, designed to jump on a fire in the early stages. It could also put its electronics suite to use for fire reconnaissance.



Canadian Training's Fast Track

Imagine dropping off your 16- or 17-year-old at camp and picking up a licensed pilot six weeks later. The Royal Canadian Air Cadets have been doing just that for hundreds of teens every summer for the last 50 years and now parents of a few of them can watch the miracle unfold via the Internet. Harv's Air Pilot Training School in Steinbach, Manitoba, one of about 10 contractors that provides the intensive training programs for the cadets, is plotting the progress of 16 cadet students as they work their way through the training. The cadets arrived at Harv's on July 4 and by July 6 they were in the air, practicing basic flight maneuvers. The training is free for the cadets, who qualify for the program with a rigorous set of exams and interviews through the year. Despite the compressed nature of the course, the vast majority of student cadets obtain their private pilot's license at the end of the six weeks. There are also glider-license scholarships offered across the country. The training is a joint venture between the Canadian Armed Forces and the Air Cadet League of Canada.

A Little Luck Goes A Long Way

Luck was in the air for a few GA pilots over the past week as they walked, swam and were pulled away from some potentially d i s a s t r o u s circumstances.



Probably the most public examples was Ramsay Shockley's unplanned swim in Jamaica Bay, New York, in front of thousands of beach-goers. Shockley, 25, was towing a banner with a Cessna when the plane developed engine trouble and he elected to ditch. He was picked up from the wing of the submerged plane by a passing jet skier. In Beirut, a student pilot and instructor put their Cessna 172 down on a crowded road after the plane had engine problems. Just prior to landing, the pilot leaned out of the window of the plane and asked a boy on a motorcycle to "Stop the traffic, I have to land." There were no injuries and no damage to the plane or cars.

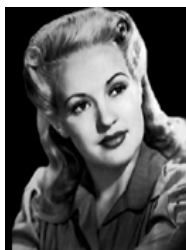
Classifieds

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Do you live in PML but commute to work in the South Bay Area? Ken and Harriet Codeglia have a room and bath for rent in their Mountain View Townhouse. New paint, draperies and double bed.

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General Meetings are usually held on the first Saturday of the month beginning at 5:30 p.m. at The Buchner Hangar (20885 Hemlock Street at the Southeast Corner of Woodside Way, Unit 12 / Lot 4).



October meeting

October 2 Bob Hoover 5:00pm
Catered dinner, Blankenburg Museum, reservation required

Upcoming Events

November 6 To be announced 6:00pm
December 11 It's a Wrap Party 6:00pm
Catered Dinner, reservations required

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