



## Stories of Jimmy Doolittle Jonna Doolittle Hoppes on May 3<sup>rd</sup>

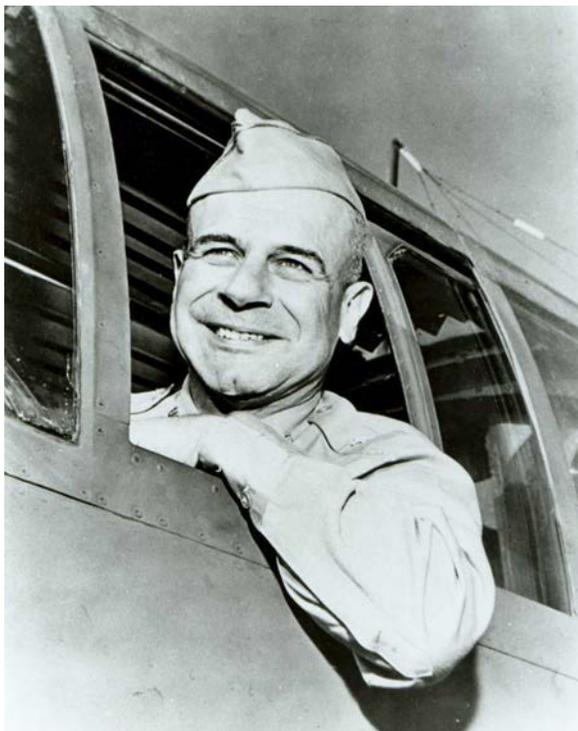
Potluck Dinner: Wayne and Al's "Toy Box" Hangar at 6:00 PM

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Jonna Doolittle Hoppes is the founder and executive director of The Doolittle Foundation, an organization dedicated to making US military history available to students. She is currently involved in developing lesson plans for teachers in public, private and home school settings and in setting up programs that link veterans with local schools. Her lectures are focused on encouraging veterans to record their individual histories.

Ms. Doolittle Hoppes is the author of two books. *Calculated Risk: The Extraordinary Life of Jimmy Doolittle* is a memoir of her famous grandfather, aviator Jimmy Doolittle and his equally extraordinary wife, Joe. Her second book, *Just Doing My Job* is a collection of biographical stories from World War II. *Calculated Risk* has been nominated for a Colby Award by the Pritzker Military Library. The Library's mission is "to expose students, faculty, and the general public to the works and views of authors, historians, journalists and national figures to educate, enlighten and inspire."



Jimmy Doolittle's autobiography, "I Could Never Be So Lucky" remains a favorite for aviators world wide, but *Calculated Risk* presents the same information about Jonna's Grandparents in a warm family setting based on conversations with her father, John, and her Grandmother, Joe, Jimmy and Joe's many letters to one another, particularly through the war years, and technical inputs from Jimmy's previous autobiographer, Carroll Glines. Jimmy's contributions to aviation are numerous and significant. Jonna takes you through each of them in the setting in which they happened, how they affected the family and himself. We know the results and how many of them changed history, both in aviation and for the United States.

Jonna is currently writing a third book, "Just Doing My Job, Too" and is actively seeking stories to share in the book.

She is on the executive board of the Air Force Historical Foundation, on the Board of Directors for the Warhawk Air Museum in Nampa, Idaho, and an advisor to the Jimmy Doolittle Air and Space Museum at Travis Air Force Base.

*President's Column*  
*By Lynne Orloff*

**M**any thanks to Ken for taking time away from work and his biplane project to put another great program together for all of us. No matter how many years we have flown we can never stop learning. Ken's presentation of a pilot's risk-taking on an instrument approach which led to his demise reminds us all that our personal parameters for flight should be calculated and conservative based on our skills, our aircraft's capability, and "minimums" that are put in place to try to keep us safe. The helicopter accident, well, that is another story. The pilot did nothing wrong, nor did the aircraft fail, but human nature is not always pretty!

Thank you, Mel and Suzanne for the use of your hangar and we were so glad to see both of you up here and enjoying it, too! We hope you can get up more often. As a thank you, the PMLAA would like to help get a sloped ramp in so Mel's chair can make the same entrance all of us enjoyed.

This next month's speaker is Jonna Doolittle Hoppes. I know you will enjoy her talk. She is invited to many special aviation events to talk about the heroes amongst us. Her famous grandfather, Jimmy Doolittle, is an inspiration for her and for all of us, whether aviator and/or American. She interviews our veterans from World War II, Korean War, Viet Nam, Desert Storm and current participants in Afghanistan and Iraq for their many stories. She encourages the veterans to enter our classrooms and tell their stories and she helps teachers prepare lesson plans to teach the military history of our country during these troubled times. Her book about her grandfather, and her extraordinary grandmother, Joe, is a wonderful read. If you read her grandfather's autobiography, "I Could Never Be So Lucky", you will recognize the story, but her book shares the family's perspective on each of Jimmy's triumphs and rare defeats. It is a more personal accounting of his life. His accomplishments in aviation and towards the war effort are significant to all of us. He is remembered most for his daring raid on Japan, flying the bomb-laden B-25s off a carrier deck, but his real contributions are extensive and made a difference in the outcome of the war. Come hear Jonna's talk on May 3<sup>rd</sup> at Wayne, Allen, and Shane's hangar (Lee Behel's second hangar) at 6 P.M.

*Social Column*  
*By Dian Martin*

**T**hanks to our neighbor, friend and resident aircraft accident investigator, Dr. Ken Orloff, for starting his talk with comments on Malaysian Air flight MH370, then sharing his investigative information gathering and conclusions with an aircraft and then a helicopter crash, explained so that even those of us who are not pilots could understand and appreciate what it takes to solve these mysteries. We especially want to thank Mel and Suzanne McGowan for generously hosting our meeting at their beautiful hangar. Didn't they both look great? Our thanks also to everyone for their delicious potluck contributions, which really made the evening a memorable one.

Our May 3<sup>rd</sup> meeting at 6:00 p.m. will be held at the hangar of Allen Craig, Wayne Handley, and Shane Margraves (Lee Behel) on the south side taxiway and we are pleased to announce our guest speaker will be Jonna Doolittle Hoppes, the granddaughter of Jimmy Doolittle; she will be accompanied by her father, the son of Jimmy Doolittle. We've heard she is a great speaker and we hope to see you all there. Set up time will be Saturday 10:00 A.M.

*Be a Good Neighbor*  
*By Jim Thomas*

**T**here have been some complaints that aircraft departing PML are flying low over some PML houses especially on Sunday and Monday. It appears the problem is mostly with aircraft departing Runway 27 turning left a little too early. The Aeronautical Information Manual (AIM) recommends departing straight out until at least ½ mile past the runway AND within 300' of the pattern altitude before turning on course. Three hundred feet below pattern altitude is approximately 3,600' msl. However, the best neighbor practice for pilots would be to not turn on course until you are assured of not flying over any of the PML subdivision.

Being legal does not necessarily mean being a good neighbor. As most know, aircraft make considerably more noise when climbing out than when descending due to the amount power the engine and propeller produce during climb-out. It is suggested that all pilots avoid flying over the PML subdivision if possible.

*From the Airports Manager  
By Jim Thomas*

## Residential Through-the-Fence Update

At April's Airports Advisory Committee meeting held at the Groveland Community Hall, the issue of the FAA's Residential Through-the-Fence (RTTF) policy was discussed. As a quick background, the RTTF issue is about Congress and the FAA indicating that residences that have access to an airport must meet five conditions in order for the airport to be eligible for FAA grant funding for airport improvement projects.

Those five requirements are the residential property must:

1. Pay an access charge that, as determined by the airport sponsor, is comparable to those charged to tenants on-airport making similar use of the airport.
2. Bear the cost of building and maintaining the infrastructure needed to access the airport.
3. Maintain the property for residential, noncommercial use.
4. Prohibit access to the airport from other properties across the residential property.
5. Not allow the sale of fuel to aircraft on the property.

The discussion at the Airports Advisory Committee meeting was mainly to inform the audience that the County was still working the issue but that no agreements between the property owners and the airport had been drafted.

It was noted at the outset of the discussion item that I was conflicted out of the process because the State of California's Fair Political Practices Commission (FPPC) had indicated that any access fee greater than \$250 per year included in an agreement that I would have to sign as a resident of the airport would constitute a conflict of interest. Since I may be conflicted out others within the County are working this issue.

There are four different types of access to the airport. This is primarily because the original airport was constructed by another entity and then deeded to the County. There are deeds, existing encroachments, easements and future encroachments. Several approaches are being investigated but it is clear no one approach will satisfy all requirements.

It was explained that the main reason the County wants to have the residents meet the FAA's RTTF

requirements is so the airport will be eligible for FAA grants, but all grants come with grant assurances which contain 39 obligations as of March 2014 that must be met. It was also explained that there is a National Priority Rating system that is used to determine the eligibility of a project. Simply, this rating system provides a higher value to a project the closer it is to the centerline of the runway.

A couple of concerns expressed were the cost of various airport projects and the amount of the access fee. An example would be the cost of a runway, taxiway or ramp rehabilitation, compared to the amount of the access fee. General understanding would be that the cost of rehabilitation will vary with the cost of a barrel of oil just prior to the rehabilitation project and at this time the cost of the access fee has not yet been determined.

It is unlikely this issue will be resolved soon but what is certain is that the public process will be followed.



**Emergency helicopter picking up a car accident victim at PML Airport – photo by Susie Williams**

*Upcoming Events  
By Susie Williams and Janet Gregory*

### **Young Eagles Rally at Columbia Airport**

Saturday, April 26, 2014, 9:00AM-Noon  
Bring kids & grandkids ages 8-17. Pilots and planes needed. Contact Ed Gregory at 962-5061

### **Air Fair at Mariposa Airport**

Saturday, April 26, 2014, 8AM-3PM  
Pancake breakfast, airplane rides, vintage autos, displays, food vendors, and more. For more details visit <http://www.mariposaairfair.com>

## *Safety Column*

*By Marle Hewett*

### Should You Fly Boeing or Airbus?

It depends. In my time at Northrop designing flight control systems for the B-2 bomber and the Advanced Tactical Fighter (our F-23 lost the ATF competition to the Lockheed F-22), there emerged two distinctly different philosophies in designing state-of-the-art “fly-by-wire” flight control systems with computers in the loop. We’re not talking autopilots (outer-loop controllers) here; we’re talking inner-loop control; that is, sensing the pilot’s control inputs and enhancing them by adding a computer generated component to do things like keeping the plane from stalling or from overstressing the airframe or from hitting something, etc. Surely, all that new digital hardware and software technology would allow us to design airplanes that were a dream to fly and never allowed bad things to happen... or so it seemed.

Philosophy “A” was the “dream” philosophy at least as far as designers were concerned. The system would PREVENT the pilot from exceeding aircraft operating limitations (like structural (“G”) limits). It would do its damndest to prevent the pilot from exceeding stall angle-of-attack by adding power or dumping the nose or both. In airliner designs, it would NOT ALLOW bank angle to exceed 60 degrees either way. It would automatically add the required rudder to keep the ball centered in the event an engine quit. If the system detected a serious engine malfunction, it would shut down that engine. It would take these actions WITHOUT the flight crew’s permission. Design engineers loved this stuff. Some pilots liked it, but most pilots objected vigorously.

Philosophy “B” took the “Pilot-in-command” approach. This system gave you warnings of various types when bad things were about to happen or you approached a limit, BUT if you (the pilot) insisted, you could exceed the limit if necessary. In type “A” above, that’s not the case. Example; Flying the Airbus that landed in Hudson Bay, Sully had no choice. The system had shut down the damaged engines; Teterboro wasn’t available to him.

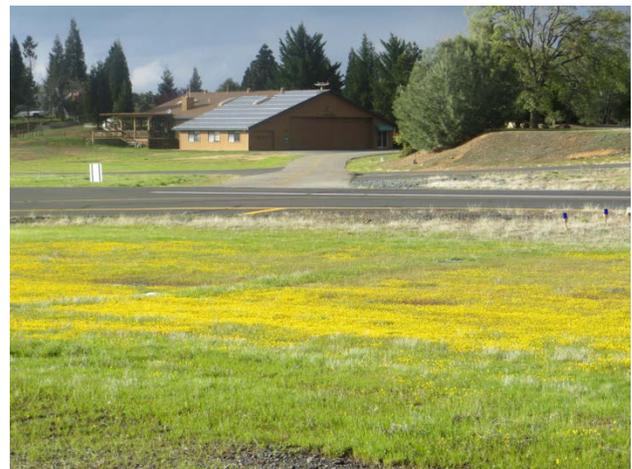
I was entrenched in the military side where philosophy “B” ruled the day. It assumed all fighter pilots were highly trained and damn well knew how to fly those planes. You didn’t have to protect them; in fact, fighter pilots wanted no such protections.

Warnings—YES; automatic prevention systems that they couldn’t bypass – NO.

What is interesting is that in recent years even philosophy “A” is making its way into the military world. The F-22 is a good example. You cannot overstress an F-22 or exceed an angle-of-attack limit in “normal” air combat maneuvering... unless you engage “Mongo” mode but you have to physically engage it. So you still have the option of bypassing the limits.

Both design philosophies meet FAA design requirements for airliners for safety and reliability. I think you know that the Boeing folks follow philosophy “B” while the Airbus techies prefer “A”. For Boeing, it’s a matter of “who’s in charge here anyway?”

The question is; whom do you trust when something goes wrong, even something as simple as a balky autopilot? Do you trust the flight crew or those computers? Well, that might depend on who’s in the cockpit; their training, experience level, and cultural background. Think about it.



*Springtime on the Runway*

## *Join Our Local EAA Chapter*

*By Janet Gregory*

Help us revitalize our EAA Chapter 1337. Bring your ideas. What would you be interested in? We are considering builder workshops and fly-ins. Would you like to find resources or be a resource? Talk with any Board Member:

- Ed Gregory, President
- Rex Pemberton, Vice President
- Allen Craig, Treasurer
- Mike Gustafson, Secretary

## *Guess The Airport*

Try to guess the airport pictured below. The airport is within the San Francisco Sectional and is an interesting and easy destination to reach from Pine Mountain Lake.

The answer to last month's contest was KMER, Castle Airport (formerly Castle Air Force Base) in Atwater, CA.

This month we had to alter the mystery photo a bit, as the name of this airport is prominently "air marked" on the runway. Close to a major metropolitan area, this airport is often busy with flight students practicing their landings at the public, non-towered field. A small museum is located adjacent to the field, along with an active pilot group whose members include some of Pine Mountain Lake's aviators. "Entering the 45 over the golf course" is the call you'll hear on frequency 122.7 as pilots set up for a right pattern to runway 32.

Where are we?





## 2014 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
May 3	Jonna Doolittle Hoppes	6:00PM location Wayne and Al's "Toy box"
June 7	Lori Losey, NASA videographer	6:00PM location TBD
July	(No Meeting)	

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