



Volume 17, Issue 3, March 2002

Monthly Publication of the Pine Mountain Lake Aviation Association

Aerial Fire Fighting

Presented by

CDF Battalion Chief Dan Ward

About our Speaker for Saturday, March 2, 2002

CDF (California Department of Forestry, a.k.a. California Department of Forest and Fire Protection) Battalion Chief Dan Ward is in charge of operations at the Columbia Air Attack Base. Now in his thirty-fourth fire season with CDF, Dan started as a firefighter in high school, working with TBM, F-7F and PBY air-tankers. He holds a B.S. Degree in Forest Management from the University of California at Berkeley and is a licensed professional forester as well as a CDF trained peace officer. Dan has also worked as a Fire Apparatus Engineer and Fire Captain. He is a pilot and co-owner of a 180 hp Cessna 172. Dan and his wife Arlene have two children, daughter Kristen who teaches at Columbia Elementary School and son David who is a student with aspirations of becoming a firefighter. Dan and CDF pilot Wanda Nagel are pictured below (photo by Bob Foley).



Columbia Air Attack Base is one of thirteen state-funded bases and eleven "helitack" bases strategically located throughout California.

CDF's primary mission is to provide quick, effective



support of ground personnel with the goal of containing 95% of all fires started within the initial attack period. The initial attack area for Columbia aircraft is from Mariposa to the south, Plymouth to the north, Sierra crest to the east, including Yosemite, and the valley floor to the west. On large, extended fires they often travel throughout the state. The P2V Neptune is pictured above dropping 1,800 gallons of long-term fire retardant on the Pilot Fire of 2000, east of Groveland.

CDF is the largest firefighting fleet in the world. Their aircraft include two S2-T's, fifteen North American Rockwell OV-10 Broncos (pictured on right), twenty-three Grumman Trackers, and thirteen Bell UH-1H "CDF Super Hueys."



We look forward to CDF Battalion Chief Dan Ward's presentation at our March 2nd general meeting at the Lake Lodge.

✈ Keith Zenobia

PRESIDENT'S CORNER

Carlene Mendieta delivered an endearing speech to a record-breaking assembly of **278** Pine Mountain Lake Aviation Association members and their guests at our February 2nd general meeting. Dr. Mendieta is pictured below in front the Blankenburgs' spectacular 1938 Lockheed Electra 12-A.



Our thanks go to **Kent and Sandy Blankenburg** who provided their east hangar for this wonderful evening. They worked hard for several days along with many PMLAA volunteers preparing for and wrapping this superb event. And thanks to **Francee Dodd** for a delicious catered Italian buffet.

Thank you PMLAA "newbie" **Ken Codeglia**, a producer and director for Hewlett Packard in the Bay Area (pictured right) who constructed the exquisite lighting for the evening and recorded Carlene's presentation. We will soon make VHS tapes available for lending to PMLAA members. Virginia Richmond's profiles column in this edition includes her interview of Ken and his wife Harriet.



When planning this event, we anticipated only about 150 guests, especially since a large party had previously been scheduled at the PML country club for the same evening. As it happens, our estimation was wrong. To those of you who were kept waiting for your food and to those who were uncomfortable with the crowded conditions, I apologize. On the positive side however, not a single member of our PML Aviation Association family was turned away.

Thank you **Catherine Murphy** for finding the material and hemming twenty-six tablecloths, with aviation motifs, for our monthly potluck general meetings. And, thank you **Dick Collier** for volunteering to launder them after each use.

I am happy to report that www.pmlaa.org is online. You can read a condensed HTML version of the PMLAA News or download a complete pdf version at our new website (if I'm 'speaking Greek,' give me a call). Back-issues will also be archived there.

Happy Saint Patrick's Day. Happy Easter. Fly Safely.

✈ **Keith Zenobia**

The Zen of Good Landings

-- Mike Gustafson, CFII

They say that all take-offs are optional, but landings are required! However, this little homily does not say anything about how good the landing should be.

How many times have you had your landing all "wired" only to end up being the most surprised person on board when the "arrival" occurs? "Arrival" is defined as an abrupt interface between sky and ground where no major parts fall off.

So you taxi in making all the normal excuses: the sun got in my eyes, there was a pregnant elephant on the runway, etc., while deep down wondering, how did that happen? It seemed like it should be a real greaser. The answer lies not in the last 6 inches of your approach but 20 miles out when you started your descent. Simply put, all good landings begin with a stabilized approach, and the approach begins way out, long before you have the airport in sight. It begins by getting the flight deck cleaned up, books and lapboards out of the way, the ATIS/AWOS/ info in mind and a firm clear view of what the approach will look like when you get to the airport. Start down far enough out so you can avoid shock cooling the engine and take advantage of either the reduced fuel burn or higher speed, depending on the type of plane flown. Start your descent too late and you will find yourself blasting into the pattern at Mach. 0.67, waiting for the plane to slow down to gear speed and wondering why your pattern is 5 miles long.

At some point you need to start the pre-landing checklist and complete it before landing. For most of us, the aircraft check list would fit on the elastic band of your underwear, but if you are lucky enough to have a check list that runs on for pages, start it sooner. The checklist needs to be out of the way by the time you turn down wind. Your altitude and speed need to be under control as you enter on the 45. You should be at pattern altitude on the 45 looking for other traffic that may be in the pattern. The worst thing you can do is be turning down wind and descending at the same time. In that configuration you are blind to the down wind traffic and anyone under you. Entering on the 45 gives you a good view of everything going on and around the airport.

So there you are, down wind, speed good, at pattern altitude. Down wind abeam the numbers or landing spot is our "key" point, this is where we drop first 10 degrees of flaps, make the first power reduction in the landing configuration and start a slow descent. In most aircraft the first 10 to 15 degrees of flap provide more low speed lift than drag. It is not the first power reduction (you did that 20 miles out) but it is the first reduction after entering on the 45.

Stabilized does not necessarily mean slow, it means under control without a lot of altitude or speed variations. So what is the right speed at this point? I maintain that

we should be between 1.3 and 1.5 times VSO. Remember, VSO is the stall speed in the landing configuration. So if your stall speed in landing configuration is 60 knots, then no slower than 78 knots, and no faster than 90 knots, depending on other traffic in the pattern, wind gusts, etc. If the winds are gusty then add ½ the gust factor to your VSO approach speed.

When the landing spot is halfway between the trailing edge of your wing and the horizontal stabilizer, start your base turn. While in the pattern all turns are limited to 15 degrees of bank. Roll out of the base turn, make your next power reduction and add another 10 degrees of flap. Now you want to be closer to 1.3 VSO for airspeed.

Start your turn to final soon enough so you don't overshoot, and whatever you do, if you do overshoot, don't use the rudder to try and get aligned with the runway beyond keeping the ball in the center for the turn. Use your last few degrees of flaps and power as required to stay on glide path. My primary instructor taught me to think of the throttle as a one-way-control in the landing phase. That is, if you plan it right, you should never have to add power to get to the runway. He taught that from anywhere in the pattern you should be able to glide to the runway if you lose power. At first this added the unwanted effect of my flying a high pattern and approach as he was always pulling power on me all throughout the pattern. Later I learned how to stay on glide path and still make the runway if I lost power. In some high performance aircraft the one-way throttle idea won't work, but is a way to think about the approach and how to handle power. His teachings saved my bacon one time when I had a crankshaft break in IFR conditions and I glided to a safe landing, but that is a story for another time!

On final the VASI is the key to determining glide path. The VASI provides terrain clearance +/- 10 degrees of the centerline of the runway within 4 NM of the runway. The slope is usually set to 3 degrees. Remember the little joke about the VASI? White over white, you are out of sight, red over white, airmen's delight, and red over red, you're dead! So keep it red over white and you are on a 3-degree glide path.

Assuming you are now on short final, no more flap changes, power is about off; we are 1.3 VSO, just waiting for the runway to arrive. When we are one wing's length height over the runway, we glide into ground effect and will tend to float a bit. The key here is to just wait it out, don't try to force the plane down or start horsing with the controls. Be patient. Make small changes to the yoke to hold the nose off, a little at a time. Most of us pull back too much so the extra energy we pick up in ground effect causes a short balloon, then we lower the nose, and there we go, up and down until the plane gets tired of all this nonsense and just quits flying.

Any kind of serious crosswind will require either a side-slip or a crab-and-kick-out method of landing. We are

familiar with the side-slip, but the crab-and-kick-out might be new. The heavy iron folks use the crab method because they can't slip those big airliners so close to the ground so they leave the plane in a crab and at the last instant use the rudder to straighten it out and land on the up wind trucks. Kind of fun, try it some time.

One trick is that in ground effect, changes to the yoke should be just pressure changes as opposed to full-fledged movements of the yoke. If you can actually feel the yoke move, it was probably too much of a change.

If you do hit the nose wheel first, you are in a PIO or Pilot Induced Oscillation, and the only sure cure is to add full power and go around. It is almost guaranteed that on the third bounce of a PIO you will hit the prop, and nothing good will come of that!

So everything has gone as planned and you are on the mains waiting for the nose wheel to come down. There are two theories on what to do with the nose wheel: let it come down when the airspeed bleeds off to the point where the elevator can no longer hold it up (my view) or fly the nose gear on while you have control. On really big planes you have to fly the nose gear onto the runway. In crosswinds the sooner you get the nose wheel down the better for overall control.

If you are lucky enough to be flying a tail dragger, then the part about the nose wheel does not apply! In that case, hold the plane in a three-point attitude just above the runway and full stall it onto all three tires. In some tail draggers it is easier to land on the two mains and then fly the tail onto the runway.

Let the plane roll out and slow down, light braking, and no grabbing at flap handles until off the runway then stop and identify the switch before activating. And, of course, you were reporting on the radio while in the pattern, right?

Hope this missive helps. Happy flying and watch out for the deer!



Mike Gustafson came by his interest in aviation early on: his father flew B-24's in North Africa during WWII. He and his dad spent many days roaming around the bone yard at Davis-Monthan AF base in Tucson looking at cool old airplanes.

After college Mike took up glider flying and then moved on to powered aircraft, quickly acquiring Instrument, Commercial, CFI, CFII, Multi-I and ATP ratings.

His first airplane was an Interstate Cadet, then a AA-1 Yankee, then a Cherokee 180 and Starduster. He worked for a Charter operation flying King Airs, a Citation, and put little time in a 737.

Mike's day job is running an Engineering Department in a Silicon Valley wireless division of Schlumberger. On weekends, he's available for instruction or BFRs at Pine Mountain Lake.



Don't forget the VASI!

OOPS !



In our February edition of the PMLAA News, we reported the wrong dates for the ALUC (Airport Land Use Commission) meetings as the third Wednesday of each month. Their meetings are scheduled, although subject to change, on the fourth Wednesday of each month at 10713-A Airport Rd at Columbia Airport. It is located at the end of the paved parking lot, where it becomes gravel, next to Airport Manager Tim Deike's office. For more info, contact the CDD (Community Development Department at 209-533-5633). Also, ALUC meeting dates are posted in the Pine Mountain Lake Airport Pilots Lounge behind the Corsair Café at the west end of the tie-down area. We apologize for any inconvenience.

✈ **Keith Zenobia**

PROP WASH

- Betty Correa



RON and **PAM OLER** recently purchased a **Vans RV-6a** from Steve and Teresa Barnard. It is one beautiful example of what makes a homebuilt unique.

The major airframe was completed in 1990 but Steve kept abreast of the latest modifications, which were added to the plane as they became available. This multiple award-winning, fully aerobatic beauty takes off in 200 feet, climbs solo at 3,000 feet per minute and cruises comfortably at 210 mph while it sips fuel at 9 gallons per hour. Top speed is in excess of 230 mph.

The engine is a Lycoming IO-360A1B6 (200hp) and the propeller is a Hartzell constant speed HC-M2YR-1BF-7666A-4.

It has always been hangared and when Steve and Teresa owned it they even took their shoes off before entering the cockpit. Which explains why the plane is so clean and is a possible explanation of why all their socks have holes in them!

The Olers are obviously very proud of their new acquisition, and Pam almost went wild — to the delight of everyone within earshot — when she described all its sensuous features to Hugh Smith.



We wish them many happy hours aloft!

With all the wonderful, helpful people in the Pine Mountain Lake Aviation Association, we ladies do owe a special debt of gratitude to **KRISTIN COX**.



This lovely lass spends every Monday and Wednesday morning coaxing and cajoling us into moving our sedentary arms, legs and abdominals, until we're puffing and panting. We all leave the Lake Lodge feeling absolutely great, and vowing to cut way down on those nasty calories. Everyone is welcome, even the guys, if they promise not to stare.

Despite all the time and effort spent on our behalf, Kristin has even found time to earn her private pilot ticket. She took her training in her father's (Red Rossio) Piper Cherokee and, being in such great shape herself, had no trouble pulling out of those 9G dives her dad would put her into!

A HAIR-RAISING TALE....

We just learned that our local airport coiffeuse, **Susan Hawley**, has left her salon for a loftier position. It seems that Captain Patrick Evans and talked her into flying the coop — or really flying with Skywest as a flight attendant. This is truly a shaggy dog story, as we shall miss Sweet Susan, our little local cut-up.



PAUL PURIFOY'S DAUGHTER SOLOS . . .

PMLAA member **Paul Purifoy's** daughter jumps out of perfectly good helicopters into fires. **Stacey Lea** is a heli-rappeller who has worked for the U.S. Forest Service for over five years. She has fought fires from Yosemite Valley to the Florida Everglades. In the summer of 2000 Stacey worked with the Search & Rescue as a fire fighter/heli-rappeller on the south rim of the Grand Canyon. Most recently she was stationed at Krassel Heli-base rappelling for the Payett National Forest in Idaho.



Stacey finds helicopter rappelling and rescue exciting and rewarding. On Monday, January 7, she soloed in Paul's Piper Cherokee Warrior. Her ambition is eventually to fly helicopters for the U.S. Forest Service. We wish her well.

CONGRATULATIONS TO RED ROSSIO . . .

He's found and married a sweet, wonderful lady. **Patti** and Red met November 7, 2000, at a party, but it was nine months and twenty-one days before they started dating.



They had what Red calls a "TRUE ITALIAN WEDDING" — first, a honeymoon in Hawaii, then a reception and wedding in Laughlin, NV.

Red and Patti have known each other from afar for the last thirty years because of a mutual love of golf. Patti works in the golf shop. They also enjoy going places in his flying machine, an A-36 Bonanza, but their favorite place is Pine Mountain Lake.



Happy
Saint Patrick's Day
PMLAA





OUR SYMPATHY to **John Romano and his family** who recently lost John's father to natural causes. All of the Romanos met in Cypress to hold a Celebration of Life for this very kind and loving gentleman.

A NOTE FROM PAT AND GEORGE STAHL:

"George and I are enjoying the newsletter's new format. We do miss the Bonanza and sometimes it's difficult to read about PML and aviation. George had more back surgery in October. This was a fusion. I don't know if he would pass through a metal detector now. He still goes to PT three times a weekPat"



REQUIEM FOR AN OAK TREE
(*Quercus kelloggii*)

It will soon be gone, my ancient black oak.
It is dying. Men will come to change it,
A leafless wintering scarecrow,
Into stove lengths and mulch.

For how many years has it stood in its place?
For how many years have its lobed leaves —
Soft, pink in spring,
Cool and green through summer,
Golden then russet as autumn comes —
Clothed its great reaching limbs?

Will ground squirrels nesting among its roots
Stay or move away?
Will great grays that explore its rough hollow trunk,
Dance among its withering limbs,
Miss their gnarled old friend?

I will miss this oak tree.
It has been a sentinel, a marker,
My friend these twenty years.
But it is dying, and I must let it go.

Mary E. Kelly



DUES ARE DUE !

Dues for 2002 are now due and payable. If you've already renewed, **thank you**. If not, **PLEASE** send your check, made payable to PMLAA, P.O. Box 131, Groveland, CA 95321 You have the option of paying in advance as many years as you like at the current annual rate of \$12. Please also send in, with your payment, the enclosed Membership Application / Renewal / Update form with any information changes or corrections. A roster will be prepared during March and mailed to all paid-up members with the April PMLAA News. Thank you. We appreciate your support.



THE SEQUEL TO "THE MERCIFUL WARRIOR" . . .

Last month we told you of the Messerschmitt 109 pilot who escorted a critically-damaged American B-17 to safety during World War II. Here's "the rest of the story":



Franz Stigler, now 82, had emigrated to Canada in 1953 and taken up residence in Vancouver, B.C. Charles Brown, now 73, was living in Miami, Florida. They found each other in 1990 and were recently honored at Boeing's Museum of Flight in a special program called "An Act of Honor" which celebrated their moment of combat brotherhood. Brown calls Stigler his "older brother," and they now visit regularly.

This is what legends are made of — a lesson to us all.

I recently had the privilege of photographing two magnificent airplanes in formation from Bud Field's pristine 1956 Cessna 180 over Pine Mountain Lake. The **1937 Monocoupe** in the foreground is co-owned by Carlene Mendieta and Bud Field. Rick and Sunny Atkins own the **1942 Howard**.



✚ **Keith Zenobia**



Meet our **NEW PMLAA Members**

-- Virginia Richmond, Profile Editor

This month we welcome several new families to PMLAA.

Maryjane and Al Brizard

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Al and Maryjane retired to Pine Mountain Lake a year ago from the Modesto area where they had a walnut orchard. However, their version of retirement wears us out!



Maryjane's dad was a Navy pilot in WWII and she grew up flying with him. Getting her own pilot's license is high on her list of to-dos. She spent the past year in a fight against cancer and having won, is studying for her license again.



Maryjane also has a business doing alterations and custom sewing for people with handicaps – those whose bodies don't fit into standard store-bought clothes. What a great idea!



Al's retirement includes serving on the California Regional Water Quality Control Board; he presides over water quality issues of the Central Valley.

Al and Maryjane share a passion for car racing. Al drove a racecar for many years and managed racing events, and Maryjane was a crew chief handling event registration and sound



management (car noise) in Laguna Seca. Al is currently a national Chief Steward of the Sport Car club of America (along with friend John Graham, who also introduced them to PML and the Aviation Association).

Maryjane also had a career in law enforcement and was a deputy sheriff in the Monterey/Pacific Grove area. Between them, Maryjane and Al have four sons. We're delighted to welcome them to the PMLAA family.

No need to teach an eagle to fly. Greek proverb.

Harriet and Ken Codeglia

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Ken is the talented videographer who taped Carlene



Mendieta's program at our February meeting. He is a producer and director in Hewlett-

Packard's TV Group that provides satellite broadcasting, webcasts, distance learning and videotaping to HP and its customers.

Ken and Harriet, an office manager in a Silicon Valley start-up, bought their lot here in 1982 and gradually built their home, doing much of the work themselves. They discovered PML when Ken was out flying and stopped for a picnic at Q68.

Ken also has a freelance business called Hills-Valley Enterprises doing TV and video work. He hopes to combine his twin interests of aviation and video documentaries into a "retirement career."



The Codeglia's have identical twin sons in film school in Southern California. The boys come by their interest in movie-making genetically: they made their first movie "Batman Returns – Again" when they were eleven!

Ken also collects unusual dual instruction sign-offs in his logbook as a hobby. He has one hour each in the Goodyear Blimp, a P51 Mustang and a hot air balloon. Now that their house is finished, the Codeglia's look forward to being more active in the PMLAA community.

Aviation is proof, that given the will, we have the capacity to achieve the impossible. Eddie Rickenbacker

Terry and Joe Kinkade

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Terry and Joe are lucky to live in two beautiful places: during the week they reside in Healdsburg and weekends they are at PML. The Kinkades discovered Q68 a few months ago while enroute to Las Vegas. They decided to land and see the area. With guidance from PMLAA's Dick Chilingarian, they purchased a townhome at the country club.

Joe has been flying for 30 years and recently purchased his 59K Bonanza. He loves to fly and is as proud as can be (and maybe a little envious) of his daughter, a USAF officer who, having flown F-15s, F-16s and T-37s, now trains pilots in T-38 aircraft. She's stationed in Vance Air Force Base (Oklahoma) and will be performing in the Salute to America airshow in Santa Rosa this spring.



First Lieutenant Kinkade at work



Joe's son is an ex-marine, currently studying at UOP in Stockton.

Terry has a dream job – she's a chemist at Rodney Strong Winery in Sonoma. If you like the taste of Rodney Strong wines (and who doesn't!), thank Terry. She's says it's a great job with lots of perks – we can only imagine!



Joe is an attorney who specializes in representing school districts and community colleges. He volunteers for cases at far-flung schools for an excuse to fly the Bonanza.

The Kinkades are enjoying getting to know everyone at PML and loving being part of a flying-oriented community.

Pilots take no special joy in walking. Pilots like flying.
Neil Armstrong

Barbara and Michael Thoben

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Barbara and Michael Thoben are building a house and hangar at the airport, directly across from the Corsair. Residents of Westlake Village (near LA), they conducted a multi-state search for the perfect vacation home and settled on PML. Until their house is finished, they "camp out" most weekends in a motor home at the construction site.

Aviation is one of the Thobens' joint interests. Barbara grew up in Oregon and often flew with her dad, an Alaska bush pilot. She now flies a beautiful 1968 Cessna 150H, dubbed "Fancy Pants," which they spent three years restoring. It's a real showstopper at air shows.



Barbara is currently working on her IFR rating.



Michael bought his first plane right after college and just earned his IFR rating. He now flies a Trinidad and a Bonanza

B36-TC, which he often uses for business trips that happen to end at Q68 on Fridays. He also loves to build radio-controlled model planes.



Michael is CEO of Interlink Electronics in Camarillo, recently named one of the 100 Fastest Growing Small Companies. Interlink's products include interactive remote controls for business and home applications. Before joining Interlink, Michael was with Polaroid. Barbara is an actress and model who had a regular role with the "Mighty Carson Players" as well as lots of print and commercial advertising work.

Michael also serves on the board (along with Clay Lacy) of *Michael's Flying Adventures* magazine (no relation). The Thobens have two grown children and two flying dogs.

According to the World Health Organization, more than 45 million people in the world are blind, and an additional 135 million have low vision and are at risk of becoming blind. Even though the knowledge and technology to reverse or prevent 80 percent of world-wide blindness already exists, nine-tenths of those suffering from it live in developing countries where doctors lack the necessary training and equipment to restore sight.

A group called ORBIS is working to change this appalling situation. The organization has a DC-10 donated by United Airlines, which has been turned into a flying eye hospital. It is a self-contained teaching hospital complete with rooms for classes, audio-visu-als, editing, laser/examining, conferences, operations, scrub, and recovery. There is a communications center as well, and in the lower level a technical and maintenance center. Doctors and nurses donate their time wherever needed.



The project began in 1970 and has gone worldwide in its recruitment of personnel and support — all of this conceived by one man, Dr. David Paton, a Houston ophthalmologist.

The full story of the ORBIS Flying Eye Hospital is too long to report here, but information about it can be found at <http://www.orbis.org/Pages/mission.htm>.

So, what does all this have to do with us here in the beautiful Sierra foothills? We want you to know that **Roger Sloan** of our aviation association is one of the volunteer members of the maintenance crew. He stands ready to go anywhere in the world to keep the DC-10 flying. Thank you, Roger.

Speaking of Roger Sloan, he and wife Jan will provide their hangar for our **May 4th** meeting with Medi-Flight's Frank Erdman. Frank and crew will land their helicopter right in front of the Sloan's hangar so we can get an up close and personal show-and-tell. Thank you very much Roger and Jan.

CLASSIFIEDS

This is a new free service of the PMLAA News. Members are invited to submit ads for aviation-related items and services they wish to buy or sell.

WANTED

✈ Parts for experimental airplane with 12 volt electrical system which are new or in very good condition. No junk please. Parts needed include a heated pitot tube, wingtip strobes, gascolator suitable for 300hp engine, duplex fuel selector valve, flush mount wing fuel tank filler cap, battery contactor, position lights, eyeball vents, low clearance comm antenna (bent style), marker beacon antenna, transponder antenna, ignition/mag switch, other miscellaneous airplane parts which you think might be useful. Please contact Jim Thomas at 209-962-0910.

✈ Seeking to rent or buy a hangar at Pine Mountain Lake Airport for my Cessna 182. Please contact Tom Tingley at 209-962-0499.

Pine Mountain Lake Aviation Association

*T-Shirts
Badges
& Caps*

for sale

Contact
Rich McGlashan
209-962-7928

Happy Easter
PMLAA



AS SEEN IN



CALIFORNIA FLYING BY STEVEN W. ELLS

Gifts of time

If you love looking at and talking about beautifully restored classic airplanes from the 1930s and 1940s, start planning a trip to see Kent and Sandy Blankenburg's airplanes and collection of period memorabilia at Pine Mountain Lake Airport in Groveland, California.

This airport fills a number of needs for California pilots. National park-bound fliers can park on the ramp for a few days, rent a car, and drive up into the spectacular Yosemite Valley. The Corsair Café, situated on the airport, has recently been taken over by sisters Shirley, Carolyn, and Michelle, so fly-in visitors can enjoy breakfast and lunch every day every Tuesday and Wednesday.

Located four miles down the road to the west is Groveland and the Groveland Hotel. This historic inn and restaurant has been restored and boasts an award-winning chef and wine list.

Antique Aero—the welcome is equal to the respect. If you have gotten the feeling that life is predictable and banal, one visit to see the Blankenburgs' collection of beautifully maintained airplanes will transport you back to a time filled with innocence and wonder. Antique Aero is housed in the Blankenburgs' green-roofed hangar located south of the numbers on the west end of the airport. Most days—unless they're out flying one of their airplanes—the hangar door is open and guests are welcome.

The quickest way to irritate Kent—and he's normally an extremely gracious, man—is to dust his hangar. Those who aren't familiar with the term, or who perhaps wonder what all the fuss is about, should put themselves in this scene: Gather a collection of irreplaceable airplanes in your hangar. Open the doors so that others can share your good fortune in being the caretaker

of this collection of classic airplanes. Number among your blessings a wife who shares your love of airplanes and who has spent countless hours keeping the hangar as clean as a

the airport if you fly 41 nautical miles out the 092-degree radial off of Linden VOR (114.2 MHz) or 40 miles out the 001-degree radial off of El Nido (114.2 MHz) VOR.

This is gold country, characterized by rolling hills and rivers flowing toward the central valley from the Sierras. The single 3,625-by-50-foot runway is aligned east and west (Runway 9/27), and the traffic pattern is on the north side of the field at 3,930 feet. The runway is lower at the middle than at the touchdown zones, but this is a minor fault. The wind indicator

is on the south side of the runway, east of the ramp.

According to Blankenburg, the winds generally favor Runway 9 during the early and late parts of each day, but swing around to favor Runway 27 during the middle of the day. The CSM of 123.05 MHz is congested, but the bulk of the calls (from Columbia and Byron airports) are blocked at pattern altitude.

Both Blankenburg and Peggy Mosley, a local Beechcraft Sierra pilot and the innkeeper of the Groveland Hotel, asked me to warn pilots about the haz-

ards of night landings at Pine Mountain Lake Airport. Although the airport has lights for night landings (MEL, PAPI, and VASI), the real hazards are the large deer herds that gather on and near the runway. In November, a landing airplane killed a deer on the runway. The pilot, who said he never saw the deer, escaped without injury, but the airplane was damaged after veering off the runway and down an embankment before coming to a stop.

The Groveland Hotel is located four miles from the airport in the town of Groveland. Mosley heard about the Pine Mountain Lake Airport, with its nearby golf course, at a meeting of the local chapter of The Ninety-Nines in 1978. Since she is a pilot and her husband is a golfer, the couple flew in, liked what they saw, bought a lot, and built a house.

Twelve years later they bought the hotel, which they restored over a two-year period. One part of the hotel is of adobe construction and dates from 1849. Listed on the National Register of Historic Places, this building was patterned after the Monterey Colonial style first introduced in Monterey.

The 1849 adobe section and the 1914 annex, built to house VIPs working on the Hetch Hetchy Reservoir project, combine to form the Groveland Hotel's 17 unique rooms—which are watched over by Ibis, the ghost of a long-expired gold miner. Down comforters, resident teddy bears, and an excellent restaurant make each stay memorable. Transportation from the airport is provided. For more information, call 800-773-2314 or visit the Web site (www.groveland.com).

Outdoor activities
This part of California has many activities for fly-in visitors. River rafting is widely available, as is hiking. In the winter, consider exchanging your hiking boots for snowshoes or cross-country skis. Enterprise Rent-A-Car (www.pickenterprise.com) has cars available for visitors, or transportation can be arranged by contacting the airport shuttle (209-652-0333 or bobby@airmail.com) or by phoning Doyle Cummings (209-762-0883), the lime man. For more information on lodging near Groveland visit the Web site (www.yosemitepark.com/html/accommodation.html).

NEWS PILOT • C-3 • FEBRUARY 2002

The February 2002 edition of **AOPA PILOT MAGAZINE** features the Blankenburg collection and several resources in beautiful Pine Mountain Lake and Groveland.

CALIFORNIA FLYING

ands of night landings at Pine Mountain Lake Airport. Although the airport has lights for night landings (MEL, PAPI, and VASI), the real hazards are the large deer herds that gather on and near the runway. In November, a landing airplane killed a deer on the runway. The pilot, who said he never saw the deer, escaped without injury, but the airplane was damaged after veering off the runway and down an embankment before coming to a stop.

The Groveland Hotel is located four miles from the airport in the town of Groveland. Mosley heard about the Pine Mountain Lake Airport, with its nearby golf course, at a meeting of the local chapter of The Ninety-Nines in 1978. Since she is a pilot and her husband is a golfer, the couple flew in, liked what they saw, bought a lot, and built a house.

Twelve years later they bought the hotel, which they restored over a two-year period. One part of the hotel is of adobe construction and dates from 1849. Listed on the National Register of Historic Places, this building was patterned after the Monterey Colonial style first introduced in Monterey.

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NEWS PILOT • C-4 • FEBRUARY 2002

Pine Mountain Lake Airport is located in the foothills of Tuolumne County.

The Pine Mountain Lake area (www.pinemountainlake.com) has an equestrian center and a highly regarded golf course.

Information related to upcoming events at the Pine Mountain Lake Airport, and a sky view from an airport Web cam, can be found on the Web (<http://www.pineaccount.com/060/>).

There's even a hangar home that host Ralph McDonald rents to fly-in guests. For more information, call 800-745-9019 or visit the Web site (www.chalderidomay.com/).

Pine Mountain Lake Airport is a fine destination for breakfast and lunch and can be a convenient jumping-off place for adventures in gold country or Yosemite National Park. The Blankenburgs' custom of generously sharing their beautifully restored classic airplanes is a wonderful gift to airplane pilots. Make sure you thank them if you make a stop at Pine Mountain Lake Airport.

The spectacular Yosemite Valley lies near the airport (above). The Groveland Hotel (below) is listed on the National Register of Historic Places.

PMLAA thanks AOPA and The History Channel for increasing our property values!

AS SEEN ON



Showcasing our perfect Pine Mountain Lake Fly-in Community



PMLAA



2002 General Meetings

First Saturday of the month

EVENT DATE	SPEAKER	TOPIC
January 5	Lieutenant Colonel Rich Perkins	"Spy Ops", Flying the U-2
February 2	Dr. Carlene Mendieta	Amelia Earhart's "Flight Across America" Reenactment
March 2	CDF Battalion Chief Dan Ward	Aerial Fire Fighting
April 6	Survival Training Expert Ted Carr	Aviation Related Survival Training
May 4	Medi-Flight's Frank Erdman with helicopter & crew <u>at the Sloan's Hangar</u>	Air Ambulance Operations
June 1	The Pilot's Pilot, Clay Lacy	To be announced
July (No Meeting)		
August 3	To be announced	
September 7	To be announced	
October 5	To be announced	
November 2	Ken Orloff	Accident Investigation – to be announced
December 7	Thanksmas Party	Too Much Fun

PMLAA Board Meetings are held on the Wednesday following each General Meeting at 7:00 p.m.

Upcoming Board Meetings:

March 6, 2002 at Barbara Coldren's residence.
April 10, 2002 at Dick and Judy Collier's residence.

BOARD OF DIRECTORS

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Vice-president, Airport Affairs:	Dick Collier	209-962-6400
Vice President, Social Affairs:	Pat Price	209-962-7431
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**PO Box 131
Groveland, CA 95321**

Pine Mountain Lake Aviation Association General Meeting

Saturday, March 2, 2002

Social Hour begins at 6:00 p.m. - Dinner at 7:00 p.m. – Speaker at 8:00 p.m.

Please bring your own beverages and enough food to accommodate you and your guests.

Coffee, paper plates & plastic utensils and will be available but feel free to bring your own service.

Guest Speaker: CDF Battalion Chief Dan Ward

Aerial Fire Fighting



PINE MOUNTAIN LAKE
AVIATION ASSOCIATION
P.O. Box 131
GROVELAND, CA 95321

