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A MONTHLY PUBLICATION OF THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION

Colonel Herbert E. Ross USAF (retired) *Adventures of a P-38 Ace*

About Our Guest Speaker for November 6, 2004

Herbert Erskine Ross was on track to become a concert pianist, having studied at the University of Pacific Music School. At age 17 he was paying for flight lessons with the money he earned from playing in a jazz band.

Born in Stockton, California on September 5, 1919, Herb left his studies at Stockton Junior College to join the Army Air Corps as an aviation cadet on November 25, 1940. He graduated at Brooks Field, Texas in July 1941.

Herb flew with the 14th Fighter Group, 48th Fighter Squadron in the Mediterranean Theater, mostly missions from North Africa across the sea to targets on the Italian mainland or islands.

In 1943, he was sent over to combat from bases in Tunisia. In what would mistakenly be called "the soft underbelly of Europe," Herb led his P-38 squadron on 52 missions and had seven confirmed victories; two Me-109s, two Macchi 202s, two Ju-52s and one FW-190 plus another probable Macchi 202 and a damaged Me-109.

Herb became known as "Herby the Boat Buster" when he sank the Italian troopship "Rex" with a single 2,000-pound bomb after it fired on him.



He was awarded the Silver Star, Distinguished Flying Cross and the Air medal with 15 Oak Leaf Clusters.

Returning to the states, Herb

participated in War Bond Tours with Gary Cooper, Bob Hope, Bing Crosby and others. Here's Herb pictured with Gary Cooper, Bob Hope and Director David Rose in September 1943.



During the Korean War, Herb commanded the 80th Fighter Squadron, flying close air support in F-86s. Promoted to Full-Bird Colonel in 1956, he commanded the 31st Tactical Fighter Wing in 1959 and the 354th Tactical Fighter Wing in 1965.

Retiring from the Air Force in 1967, Herb graduated from the University of the Pacific, earned an education masters at Berkeley and taught college level for 14 years. He retired from teaching and began manufacturing specialty components for aerobatic aircraft.

Herb has a great Bob Hoover story to tell us, from when he was a Wing Commander in Myrtle Beach.

Still a very active pilot, Herb was flying airshow aerobatics in a Pitts Special until recently. He owns and flies an RV-7 and a Pitts which is one of 7 that he has built. Herb built three sets of wings (pictured right) for Frank Christensen, the



originator of the Eagles Aerobatic Flight Team.

The Pine Mountain Lake Aviation Association is honored to welcome Colonel Herbert E. Ross at 6:00 p.m., November 6, 2004 at the Buchner Hangar (20885 Hemlock at Woodside Way, Pine Mountain Lake Airport.



Herb is pictured above with his 1938 band, Herby Ross' Orchestra. For a special added treat, he has agreed to tickle the ivories for PMLAA on November 6. Thanks to the Blankenburgs for providing the piano.

Keith Zenobia ✚

President's Corner

- Jerry Baker

Oh no, not the rainy season! I hope all of you four season types are happy. I don't know about the rest of you but I am just not ready for summer to end. Its not that I don't enjoy winter it's just that as a world class procrastinator I need a lot of warning to be ready. Lets hope that this is just a little fire control activity and that we will get a few more weeks of Indian Summer before fall and winter settle in.

Along with the rainy season comes the new officer season. We will be announcing the nominations for next years officers at the November meeting so this is your last chance to get your name in the hat. Give Paul Price a call if you are interested in an exalted position of this fine organization. I would like to thank Paul, Jane Hanson and Harriet Wallace for their arm twisting skills and efforts. We will also be accepting nominees from the board.

What a grand event that Sandy and Kent hosted last month. Bob Hoover was everything he is reputed to be. Special thanks to all of you who worked so hard to create the gala setting. I know that our guests were truly impressed. It was truly a memorable once in a lifetime opportunity.

We were not pleased with the caterer and are working with them toward a fair settlement for what we see as a less than acceptable level of quality and service. If you have any concerns or input on this front please give me a call or drop me an Email.

I had the opportunity to visit the Hiller Aviation Museum this week. Like many of you I have been flying in and out of San Carlos somewhat regularly but never took the time to visit the museum. If you haven't paid them a visit, you should. It is an interesting collection with an "Aviation History of California" theme.

We have been talking about the deer problem here at PML for a while. Lately I have noticed that nature has started to address this problem by providing us with an increase in mountain lions or at least mountain lion sightings. Our property just to the East of the airport has ample tracks to convince me they are out there in quantity. Please stay alert and PLEASE stop feeding the deer. There is a great web site on the issue at <http://www.dfg.ca.gov/lion/>.

November 11th is Veterans Day. One of the best ways to honor our veterans is to remember to vote on Nov 2. It is the basic right and obligation that they fought so valiantly to defend.

See you at the meeting.



Conni's Comments

- Conni Buchner

What a great time we all had at the October meeting at Kent and Sandy's place. The facilities were wonderful and the speaker was an real treat

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 delicious success because everyone 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. This is an anual event where we collect toys for our local children and wrap them at the party. 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 it's place this year and it is guaranteed to be different from before. Check out the flyer in this newsletter for details.

Remember to vote



November 2nd



Meet our PMLAA Members

- Virginia Gustafson

Marilyn and Charlie Fields

962-5070

candm@bigvalley.net

Marilyn and Charlie moved to Pine Mountain Lake from San Jose in 1992. A friend at work suggested they look here, and they fell in love with the area instantly.

Charlie retired from Lockheed Space where he had been a contract negotiator. Earlier he held similar positions at the Jet Propulsion Labs, negotiating large contracts with government agencies. Marilyn was a pre-school teacher at a private school in San Jose.

They are originally from southern California, met and got married there and then moved north. The Fields have a son in El Dorado Hills and a daughter in Gilroy. They have four grandchildren.

Charlie was also in the military reserves for 32 years; he served in Korea and retired as a Command Sergeant Major.

Marilyn is active in the Ladies Club, Garden Club and PML Soroptimists. She's currently busy helping plan BEST Day for local students. She also volunteers at the registration desk at the new Sonora Regional Medical Center as a "Pink Lady." In their spare time, Marilyn loves crafts and Charlie plays golf.

They recently joined the aviation association, and have been thrilled with all the new friends and great times.

Art Stavro

9620-7725

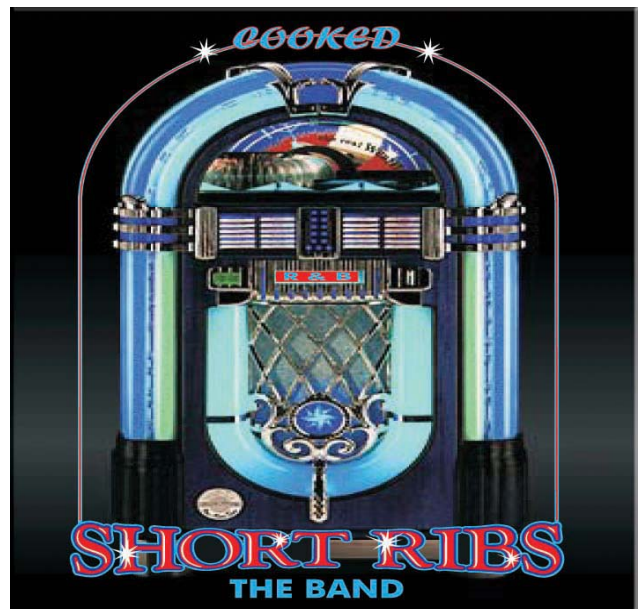
art79@cwnet.com

Art lives on 12 acres off Boitano, where he built his house about two years ago. He found Pine Mountain Lake through a real estate ad. It met all his requirements — lots of land, near an airport.

Art was in the trucking business in Hayward for nearly 30 years. He had four trucks and handled shipments all over the country. After he sold the business, he decided to build on his knowledge of the trucking business and now handles commercial insurance for other trucking companies. He spends a couple of days a week in Hayward and otherwise works from here.



Art wanted to fly all his life; finally a few years ago he went to flight school and got his private license. He flies a Nan Chang CJ-6A, a Chinese-built fighter trainer, which is usually parked at PML.



Art's other passion is music. In the past he has played with Elvin Bishop, John Lee Hooker, Santana, BB King, Harvey Mandell, Luther Tucker, Chuck Berry and Southern Comfort, among many others.

He now plays bass with a 12-piece rhythm and blues band called "Short Ribs" which performed at the 49er Festival last year. They just released a new CD, "Cooked;" you can preview it at ShortRibsBand.com. We'd love to have them put on a show for PMLAA sometime.

Art's son Charlie is currently in training as an Army M1-A1 tank driver at Fort Irwin in Barstow. He has received orders to Iraq on December 30, where his group will be patrolling the Iraq/Syrian border.



CHRISTMAS IN TOYLAND



IT'S A WRAP COSTUME PARTY



8TH ANNUAL TOY DRIVE FOR NEEDY CHILDREN

*Bring an unwrapped toy, game or two.
You'll feel good through & through.*

6:00 p.m. Saturday
December 11, 2004

At the

Buchner Hangar

20885 Hemlock St., Groveland
Pine Mountain Lake Airport
Hemlock and Woodside



CATERED By:
CELEBRATION CATERING

Menu

Smoked Salmon Crostini

Provolone/Artichoke/Tomato Crostini

Chicken Kabobs

Cheese & Fruit Plate

Spinach Salad with Caramelized Walnuts & Craisins

Minestrone Soup

Assorted Breads

Apple Crisp with Ice Cream

Coffee

NO HOST BEER, WINE, CHAMPAGNE AND SOFT DRINK BAR

Favorite Costume Is Encouraged

Drawings / Prizes

Visit From Santa

Music / Dancing

*Reservations Required and Accepted
on a First-Come-First Served Basis*

\$20.00 Per Person

**Make your checks payable to and remit to PMLAA,
P.O. Box 131, Groveland, CA 95321.**

Please write on check the December 11 Event.

To arrive by December 1, 2004



Direct from the Director

PML UNICOM Frequency Change

It has been more than a year since the Board of Supervisors agreed to change the UNICOM frequencies at Pine Mountain Lake and Columbia Airports. Many of you may recall the meetings and discussions that were held to obtain public input regarding changing the frequency from 123.050 mhz to another frequency that has less congestion. The end result was that the Board of Supervisors approved changing the PML frequency to the multicom frequency of 122.900 mhz because the airport did not have a bonafide UNICOM operator that could respond to pilot requests for airport advisories. The Board also agreed to change the frequency of Columbia Airport to 122.975 mhz.

The reason it has taken so long to make the approved change is because when I took over as Airports Director, there were numerous unfinished initiatives and ongoing requirements that took priority over the frequency change. Then spring arrived and the flying season began in earnest. The Airports Advisory Committee agreed that changing the frequency during the busy time of the year was unwise and that the best time to make the change was during the winter.

Last month I worked with Tuolumne County's Radio Communications Coordinator who submitted the frequency change requests to the FCC. As expected there were some hidden glitches that delayed the processing of the requests. Then, last week we received notification that the new licenses had been issued.

With the new licenses in hand, we now have to notify the proper FAA Offices and other airport data providers of the upcoming change. These include:

- FAA National Charting Office
- FAA Flight Service Station at Rancho Murietta
- Airport facility guides like Jeppesen, Flight Guide, etc.
- Online information providers like AOPA, AirNav and others
- Pilot's organizations so they can notify their members through email and newsletters

In addition to the notifications, we have to change the crystals in the pilot controlled lighting systems at both Columbia and Pine Mountain Lake and change the airport markings at Pine Mountain Lake. I plan to order the crystals soon. I will also organize a PML work day to repaint the frequency on the south taxiway.

The schedule for all this to occur has not yet been established; however I expect to have one developed once I have the specific schedule requirements from the National Charting Office. Their update of Sectional charts, WAC charts, approach plates and so forth will determine the specific frequency change date. When the actual frequency changes occur it will be extremely important that everyone stay especially alert when flying in and out of the two airports. It is going to take a long time before everyone is aware of the change.

Safety Corner

What's the Flap All About?

— Mike Gustafson, CFII

How much flap is enough? Does the FAA require "full flap" landing? So many questions, so little hard and fast information. The FAA used to suggest that full flaps be used for all landings but now says "landings should occur at the minimum possible safe speed consistent with conditions." Now isn't that helpful!

In the 70's when I learned to fly, all landing were completed with full flaps; in a 172 that meant 40 degrees of flap. What I soon discovered, thanks to my evil flight instructor, was that aborting the landing with full flaps was a handful. First there was the initial pitch-up as full power was added and then the trim pressure got real intense, finally the damn plane would hardly climb until the flaps were brought up half way! After I kicked my flight instructor out, I fooled around with partial flaps and found that, indeed, you could land a Cessna with partial flaps and the go-around was a whole lot more sane.

In some aircraft, the difference between full flaps and partial flaps means very little to the approach speed or a go-around. On Grumman Americans flaps don't seem to do much either way. On Pipers you have to be very careful with full flaps and slips. The low wing is in line with the stabilator and slipping with full flaps blanks the tail and you lose stabilator effectiveness.

At this point, those of you who learned to fly aircraft that didn't include flaps are snorting, 'real aviators don't need no stinkin' flaps.' My time in Citabrias, Stearmen, and my beloved Starduster, taught me all about forward slips and the stabilized approach.

The Stearman was the best at forward slips, throw that big old fuselage out into the slipstream and that plane was falling out of the sky. The Starduster was the worst, it just loved to do aerobatics and if I push too hard on the rudder it would start to roll no matter how much aileron I had in. A slow roll on final at Reid Hillview always resulted in a meeting with the Tower Chief. Ahh, the good old days when minor infractions only resulted in getting chewed out by ATC!

Then came crosswind landings. In gusty crosswinds, full flaps just makes things worse. The answer is in either partial flaps or no flaps at all. Remember that in gusty winds we add one half of the gust factor to the approach speed and use little or no flaps. The result is a higher speed on touchdown and requires a longer runway. If you are trying to land on a short runway in gusty winds it is probably time to rethink your options.

Using partial flaps also helps with more control in that last few feet of the touch down. I notice that the yoke pressure is greatly reduced which results in finer control inputs at lower airspeed. The net affect is more consistent landings. Notice I did not say perfect, but with consistency along with practice comes perfection, grasshopper.

Fly Safe!

Tight Squeeze!

This plane was being delivered to a museum at the Rand Airport in South Africa (elevation 5568 feet with 4898 long x 50 feet wide runway!) The 747-200 tire width is 41.33 ft. Empty aircraft Vref (landing speed) was 115 kts!" Of note is that the width is the same as PML. Maybe we should get us one of these...



In Memory

We received the dreaded phone call from Dolly Jones last week. Our Dear friend and long, long time member of PMLAA has died. Dave and Dolly moved to Livermore five years ago due to Davey's declining health to be near Veterans Hospital.

David Merrit Jones was a hero of WWII who was proud to serve our country and to have risked his life so we can all call America "land of the free".

Davey was born Aug 30, 1920 in Oakland, Ca. He enlisted in the US Army Air Corps, Dec 30, 1941. Davey was a member of the 1st battalion 508th Parachute Infantry. David Merritt Jones was our Hero. He received two purple hearts, the bronze stars and many more medals. Davey wanted us to have them and they are proudly displayed in our museum. Thank you Davey for your friendship and all you gave to make our country safe. We will miss you, but you will be a part of our lives forever.

Remember November 11th is Veterans Day. Let a veteran of any war know that you are grateful for what they gave to the USA. We are losing our WWII veterans at a rate of 1,000 per day. Soon they will all be gone... But like Davey a hero lives for ever.

With Loving Thoughts
Sandy and Kent

Classifieds

1959 C-150 Project \$6,500.

Call Rich McGlashan at 209-962-7928.

CFII Provides Flight Instruction

Private, Instrument, Commercial, Flight Review, IPC & Mountain Checkout. Please call Linda Monahan at 209-962-5181

Room for Rent in Bay Area

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.

Call Ken Codeglia at 408/447-4080.

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General Meetings are usually held on the first Saturday of the month beginning at 6:00 p.m. at The Buchner Hangar (20885 Hemlock Street at the Southeast Corner of Woodside Way, Unit 12 / Lot 4).



October meeting

November 6

Potluck

Colonel Herbert E. Ross USAF 6:00pm
Adventures of a P-38 Ace

Upcoming Events

December 11

It's a Wrap Party 6:00pm
Catered Dinner, reservations required

Pine Mountain Lake Aviation Association
PO Box 131
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