



Volume 17, Issue 12, December 2002
A Monthly Publication of the Pine Mountain Lake Aviation Association

Merry Christmas PMLAA



PRESIDENT'S CORNER

2002 has been an incredible year. I have thoroughly enjoyed serving as president of The Pine Mountain Lake Aviation Association and look forward to one more year. Hopefully you are happy with the direction of The PMLAA. Please let me know if you have any suggestions.

Many thanks to outgoing PMLAA Secretary **Barbara Coldren** and Vice President of Airport Affairs **Dick Collier** for their service. Thank you also to Vice President of Social Affairs **Pat Price** and Treasurer **Tom Tingley** for their efforts and for staying through 2003. I look forward to working with our Board, including new Secretary **Pat Helling** and Vice President of Airport Affairs **Jerry Baker** whom I thank for serving. You can get to know them by reading their profiles on the next page. Jerry Baker's son **Scott** is the newest member of our Property team. Welcome and thank you Scott. Thank you also to continuing committee members **Rich McGlashan**, who oversees our merchandise sales, Roster Chair **Nance Deardorff** and Membership Chair **Jane Hansen**.

Thank you to our Property Managers, **Malcolm Milliron**, **Sean Brady**, **Buck Buchanan** and **Paul Sperry** who devote a great deal of time and effort to ensure the success of our meetings. Our Multimedia Guru **Ken Codeglia** helps us procure high quality audio and video components and donates his time and expertise to help us provide first class programs. Thank you to Ken.

Thanks to **Mike Gustafson** and **Tom Martin** for writing excellent safety articles this past year. I am happy to report that Mike will be our official Safety Editor in 2003. See his piece on page 4.

We are grateful to **Jim Thomas** for his articles and ongoing support. Thank you to **Catherine Murphy** for making our cool aviation theme tablecloths.

Our Profile Editor **Virginia Richmond** has done a great job and we thank her. **Sydney Avey** will be our 2003 Profile Editor. Read her Rocky Mountain flying adventure story on page 8. Thank you Virginia and Syd. Thanks also to *Prop Wash* writer **Betty Correa** for keeping us in the loop.

The PMLAA is indebted to our Editor-in-Chief **Mary Kelly** for her contributions to PMLAA year-after-year.

Thank you to the **Ninety-Nines** and **PMLAA volunteers** for painting our taxiway.

Special thanks to all our wonderful unpaid guest speakers and to our **Charter Members** who started it all.

We appreciate those who have provided their hangars for our meetings: **Jan and Roger Sloan**, **Alan and Connie Buchner**, **Dwaine and Renee Carver**, **Kent and Sandy Blankenburg**.

Many thanks to **Kent and Sandy Blankenburg** for their ongoing support and generosity.

The impossible happened on July 19, 1989. United Flight 232 lost all hydraulics resulting from the catastrophic failure of its tail engine at 37,000 feet, leaving the DC-10 barely controllable. **Captain Al Haynes** and Dennis Fitch manipulated the throttles of the other two engines to maneuver the aircraft to a crash landing, saving 184 lives. He has spoken to hundreds of groups across the United States. I am pleased to report that Captain Haynes will address our association with his powerful *Story of United Flight 232* on January 4, 2003 at the Blankenburgs' East Hangar. It will be a catered event, so please mail your reservation forms (enclosed with this issue) and checks as soon as you can. **This meeting will be sold out quickly.**



Our November 2nd meeting was terrific. We are all grateful to guest speaker **Colonel Charles Cliff Tatum** who presented a fascinating look into the enormous team effort and precision required in aircraft carrier operations.



I'm working on scheduling next year's speaker programs and will keep you posted. Thank you for your continued support. 2003 will be better than ever.

Happy Flydays and Holidays!

Keith Zenobia



Meet your PMLAA Board

The Aviation Association has two new board members this year: Pat Helling and Jerry Baker. We welcome them to their new positions. Please read on to meet them.

-- Virginia Richmond, Profile Editor

Patricia Helling, Secretary

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Pat Helling (pictured below with her husband Ken) will be our Secretary this year. Pat and Ken moved to PML in 1999 from Martinez.



They had been flying to Q68 for years, indulging in hundred-dollar-hamburgers at the Corsair with the Mt. Diablo Flying Club. On one of those trips, Ken started talking with Kay Smith who told him about a taxiway house for sale on Hemlock. It took another two years, but they eventually retired, bought the house, sold their home in Martinez and settled in.

Pat is a former accountant and spent most of her career with Chevron in Concord. Ken is a retired truck driver with Swisher Cement. These days you find Ken toodling about the airport in his blue golf cart visiting with everyone. Pat is a member of the Ladies Club and they are both active in the First Baptist Church.

Ken flies a Piper Comanche 250 and they have been on many trips all around the country, including two trips to Oshkosh and to national Comanche conventions.

Pat's son lives in Tracy with his wife and children, and her daughter lives in Yakima, WA.

Jerry Baker, Vice President of Airport Affairs

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Jerry Baker is our new Vice President of Airport Affairs. He and his wife Paula have been coming to PML for years. They used to rent vacation houses here when their kids were little. They bought their first house at PML in 1988 and moved to their new home on the lake about a year ago.

Jerry and Paula are part of a distinct minority – native Californians! They grew up in the Bay Area and spent almost all their lives there. Jerry worked in semiconductor companies, including National Semi and Fairchild. He retired last year as VP of Operations at Fairchild.



The Bakers have two sons: Chris (25) lives in the Bay Area and Scott (22) lives with them at PML.

Jerry's dad was in the Naval Air Force and he grew up around planes and flying. He's logged hundreds of right seat hours with friends. Jerry always planned to learn to fly when he had the time – so now he's started. Jerry, pictured on the left in the above photo, and in the left seat below, is taking lessons from Chris Miller, co-owner of Springfield Flying in Columbia. Having soloed on November 13, 2002, he's looking forward to getting a couple of hundred hours under his belt and then heading out on trips. One day he will own a Cessna 206 or Cherokee 6.



The Bakers are loving retirement and being able to take on lots of new projects. They're even exploring the possibility of building a children's camp in the area.

In addition to PMLAA, Jerry and Paula have also joined the sailing club and Paula is a member of the Ladies Club. In fact, their home was on the Ladies Club home tour last month.

Safety Corner

In-Flight Fire!

Or, how fast can I get this thing on the ground!

-- Mike Gustafson, CFII

A fire can be very romantic and soothing when it is in your fireplace at home, but anything but soothing when it is in your engine compartment while flying at 6,500 feet. In-flight fire ranks right up there with mid-air collisions as two things that should be on the bottom of your wish list.

There are two typical locations for an in-flight fire to get started: in the engine compartment and under the instrument panel.

Engine Compartment Fire: The engine compartment contains all of the ingredients for a fire – heat, fuel and air. If your aircraft is turbocharged then you really have a potential hot spot for ignition. Just a tiny fuel leak dripping on an exhaust manifold and bingo, the race is on between the fire burning through a structural member and you finding out about it and getting the aircraft on the ground. Because of the natural airflow in and around the engine compartment, you might not be aware of the fire for the first few critical minutes.

At the first sign of an engine fire you must pull the mixture and shut off the fuel valve to deprive the fire of easily found combustibles. Of course this means you now have an engine out emergency as well as a fire emergency; it just keeps getting better, doesn't it?

If you can provide excess air (wind) through the engine compartment then you might get lucky and put the fire out. So dropping the gear and flaps and pointing the nose down (and I mean really down, with your speed way up into the yellow arc) does two things: it dumps tons of air into the engine compartment and it gets you down to the ground in a big hurry. This is all well and good assuming that the fire has not burned through something structural, but it is a horse race at best.

If you are flying a twin and the fire is into the wing then abrupt movements of the controls at high descent airspeed could cause a failure of the wing spar, etc., so how far into the yellow arc you push it will be based on how big the fire is. Fire in or around an airplane is not the time to nurse it along to the nearest airport, unless it is right under you. Most general aviation airplanes are built with a stainless steel firewall just for that reason, to be a wall between you and the fire. But like most walls, it can't hold back the conflagration indefinitely so the prime directive of in-flight fires must be to get on the ground now.

Instrument Panel Fire: The other area of potential fire is under the instrument panel or along any of the heavy-duty electrical wires running to and from the battery. While an electrical fire can be just as deadly as an engine compartment fire, it can be controlled a lot easier. As soon

as you smell smoke or fumes that indicate an electrical fire, turn the master switch off and go for the fire extinguisher. You do have an FAA approved fire extinguisher within reach in the cabin, don't you? Mine is bolted under the co-pilot's seat with a quick disconnect lever that allows it to drop to the floor within easy reach.

If the smoke or fumes have subsided as a result of shutting down the electrical system and using the fire extinguisher, then shut off all remaining electrical systems/buses and avionics bus and if possible pull all of the circuit breakers. If you are on a day VFR flight then leave the system alone, head for the nearest airport and troubleshoot the system on the ground. If you are IFR or at night, getting some of the electrical system running might be helpful, so turn the master back on and wait to see if the smoke reappears, then slowly turn on only those circuit breakers you need to complete the flight. Obviously if you turn something on and the smoke comes back, congratulations, you have found the problem; turn it back off!

Avoiding Fires: Usually aircraft fires occur due to something coming loose or breaking, and could have been avoided with more attention to maintenance. Most hoses used on aircraft have a defined lifetime of 7 years and must be replaced on or before that date. So inspect your fuel lines. You'll see they all have date codes stamped on them; replace them if they are out-of-date or brittle. Also make sure all fuel hoses have fire sleeving over them and that it is in good shape. Keeping the turbo charging and exhaust system well maintained will reduce the heat part of the fire equation.

Electrical fires usually start because a 12 or 24 Volt unfused wire comes into contact with the aircraft chassis, causing the whole output of the alternator or battery to flow through that small wire and the insulation catches fire. So inspect all cable runs for chafing and keep an eye on the amp meter. Spiking up scale and falling off rapidly may be a warning that a wire is close to arcing over to ground.

Engine Backfires: While not as life threatening, engine start backfires can ruin a perfectly good airplane in short order. Backfires result from too much throttle pumping while trying to start the engine. Gas pours out of the air box and then catches fire. The main cure is to get the engine started *now* and draw the flames into the engine. If you can't get it started within a few seconds then shut down, get out of the aircraft and shove your fire extinguisher up into the cowling vents and dump the whole bottle. You have only seconds before the whole engine compartment will be engulfed and then the rest of the airplane; quick action will usually result in just some bubbled paint.



Hopefully you will never find yourself in need of the above suggestions, but if you do, remember, make the in-flight fire an on-the-ground fire as soon as possible!

Fly safe.

With credit: NTSB Reports, Thomas Block, Pipers Magazine.



PROP WASH

-- by Betty Correa

Sandy and Kent Blankenburg flew to Arroyo Grande to see their brand new granddaughter born November 7, 2002. She is grandbaby number 4 and a new Paige in their life. That's her name, Paige, and I'll bet she'll keep them turning for a while.



Once again Kent and Sandy Blankenburg were gracious hosts last month to an exciting group of young people from the San Joaquin Valley Young Leaders Organization (YLO). The group event was sponsored by Eric Henderson, a 20-year volunteer of YLO, to promote and educate them about aviation. All 25 plus YLO members that attended were from the towns of Firebaugh and Mendota, west of Fresno. All were treated to their first GA flights (and for some it was their first flight ever) by Larry Jobe, Red Rossio and Eric Henderson.



Happy Hanukkah



WINTER NIGHT



I stood, a-dreaming, in a world quite still
And once again knew the thrill
Of our heavens' portfolio:
The full moon shone its gentle light
While myriad stars gleamed out of sight,
Eclipsed by the lunar glow.
Thus moon and stars light the way
At night, as does sun by day,
In a kindly, warm tableau.

Mary E. Kelly

AMERICAN AIRLINES CAPTAIN RICH NURGE RETIRES

Rich Nurge started flying a Piper Cub in 1956 at New York's Flushing Airport. Wrapping up a career of almost thirty years, he recently flew his last trip for American Airlines out of San Jose, California in a Boeing 777.



Rich is pictured above with his wife Deanna and below with good friends Larry Struck <left> and Larry Jobe. He reports: "...the years seem like a blur. I've had the good fortune to fly with some of the finest Captains, Co-pilots and Flight Attendants in the airline industry."



Captain Rich Nurge flew 707's, 727's, DC-10's, MD-80's, 757's and 777's to domestic and international destinations. Rich said, "Now that there are no more calls from schedulers, no more reassignments and no more all-nighters, Deanna and I plan to log a few more hours in our Baron."

Our very best wishes and congratulations to PMLAA members Rich and Deanna Nurge.

Keith Zenobia

AOPA Expo 2002

The reports of the death of General Aviation seem to have been greatly exaggerated.



AOPA Expo 2002 set a **new attendance record** of more than **11,700** in Palm Springs on October 24, 25 & 26th. Almost 80 display aircraft surrounded the Palm Springs Convention Center and a **record 488 exhibitors** participated with everything from aircraft supplies and the latest avionics to small bizjets. All the major aircraft manufacturers, including Adam, Aviat, Beechcraft, Cessna, Cirrus, Eclipse, Lancair, Piper, and Socata, displayed their latest models.



Marion Blakey, the new FAA Administrator, made her debut to the flying public at AOPA Expo 2002 and officially opened the Expo with an address highlighting safety issues since 9/11. She faced a packed house of AOPA members to deliver a strong message of support for safeguarding pilots' "freedom to fly" in the open skies, despite forces in the federal government who would just as soon see little airplanes absent from the system.

AOPA President Phil Boyer and a panel of aviation industry leaders explored the state of general aviation over the past year and offered their ideas of what the future may hold.

Numerous **seminars** were conducted each day at the Expo on topics ranging from mountain flying to the art and science of aerial photography.

On Friday night, attendees flew back in time to *America's Shining Hour* as they enjoyed an elegant feast and danced amid the magnificent **Palm Springs Air Museum's** awesome World War II exhibits.



AOPA Expo 2002 was a superbly orchestrated extravaganza. Can't wait 'til the next one.

✈ Keith Zenobia

CHARTER MEMBER CHARLES "BUD" LINN . . . One of a kind

How is it possible that a high school graduate with no special training and nary a degree in any field, can make a career in engineering, aircraft design and aeronautics? Well, there are untaught brilliant men and women in our society and recently I interviewed one of the men, Charles "Bud" Linn. By academic standards, Bud is an amateur. By innovation and achievement standards he is a master.

I have known Bud for over twenty years but had no idea of his amazing gifts and accomplishments. There are not many men who have owned, in part or entirely, as many aircraft (most of them basket cases when he took them in) as he has. Here is a list of planes acquired or built and in all cases made airworthy by him: Eagle Rock, Buhl Air Sedan, Aeronca Chief, Globe Swift, two Cessna 150's and a 152, a Poberensni-designed bi-plane, Bonanza 48D, Vari-Easy, Star Duster II bi-plane, PA 12, Aeronca K, two Taylorcrafts, J-3 Cub, 182 Cessna, 180 Cessna, Mooney. I think that's the list, but it does not include the two mini-Mustangs he built to his own design. Bud says he has lost track of how many aircraft he has restored. He is a licensed pilot, of course, as well as a licensed glider pilot. He's had two of those chancy birds, both of which he flew and rebuilt to meet his standards.

An aviation aficionado since third grade, Bud grew up in Colorado and California. It was in Colorado that he met Barbara when they were in fifth grade, and whom he married in 1998. His first marriage, to Jean, ended with her death in 1997.

There is a story about the house Bud built on Elderberry Way. The Linns decided to move to Pine Mountain Lake back in 1970, and Bud set about drawing up house plans. The plans didn't suit the ladies, so they were trashed and an architect called in. Those plans were even worse! They hauled the torn-up sheets of the first plan out of the wastebasket, taped them together, and got busy. Bud had never built a house before and the one he proposed creating presented some heavy challenges. He was told he had to have the plans formally "engineered," and for a while he was stymied. Finally they were approved, unchanged, and work began. It was up to him to figure out how to raise the immense crossbeam, crucial to the stability of the project, to the top of the structure. With his own ingenuity and some help from Steve Pinley, the beam was eased into place. To appreciate the enormity of the task you have to get inside the Linn house and look up...way up! (Bud's description is far more hair-raising than what I've written!)

Back to Bud's lifework: he claims not to be a reader or writer, but throughout his successful career he has proved to be an engineering wizard. Bud has envisioned and created solutions to problems that properly belong in the realm of the licensed engineer. He'd had some training in metal work at Northrop, and at age twenty he was hired in the jig shop, designing tooling and jigs for aircraft building. This was at the beginning of the Second World War. For a

while he wasn't called up, though he was eligible for the draft, but finally the orders came, and he was about to be inducted into the army. Northrop, unable to find a qualified replacement for him, petitioned his deferment as an essential worker in the aircraft industry. There he stayed through the end of the war.



Later, due to Jean's health problems, they moved to the arid areas of Eastern Oregon (a "terrible place" according to Bud, "all sand burrs and wind") where he became the lead man in the machine shop at Umatilla Ordnance Depot near Hermiston. They stayed for nine years, to the great benefit of the depot.

Next stop was what is now known as Edwards Air Force Base located at Muroc Dry Lake Bed. Bud and Jean had decided to return to California, and he went out to Edwards to see about a job there. He got mixed up on his directions and instead of going to the administration building ended up on a dirt road that took him to the NACA office. It was a test facility at that time. (NACA, the National Advisory Committee for Aeronautics, was later replaced by NASA, and Edwards was re-named Edwards Test Facility.) He was hired on the spot and worked there from 1954 to 1972, when he took early retirement.

Bud had been flying since 1941, in an Aeronca Chief, which he kept at Lone Pine. He flew a lot with the Civil Air Patrol and in 1945 he earned his license. At Muroc he flew a Globe Swift, which he had rebuilt from a wreck. On one of his C.A.P. jaunts he ran into a mountain when a downdraft grabbed him; he got beaten up a little and lost a tooth. This was his only "adventure" in the air.

Years ago Oshkosh was unknown; but, there was its predecessor, the Rockford Air Show, where Bud flew his first Mustang. It was voted the most popular aircraft in both 1962 and 1963. However, there was a rule that you couldn't win the same trophy two years in a row, so he has only one trophy to show for those achievements. Still, every year he is invited to Oshkosh in honor of his being a "Grand Champion."

Several of our Pine Mountain Lake pilots have seen Bud's mini-Mustang, one of two he has built, using his own plans and jigs. In 1972, NASA Director Paul Pickel flew it. "That plane is good for 13 G's," Bud told me.

An interview I had assumed would take a short hour took two. During that time I learned a lot, mainly that Charles (Bud) Linn is a remarkable man in many ways: a good father and husband who served his country and is, despite his accomplishments, a modest man.

Charles Linn and his gentle and loving wife Barbara gave me a very special gift: each time I looked at them I saw the love and commitment we wish for in all unions.

* Mary E. Kelly

ROCKY MOUNTAIN HIGHS IN A SLOW, LOW WING

By Sydney Avey

When people ask, "How was your summer vacation?" I don't know where to start. Crossing the Rockies in September was a two-week adventure in national treasure hopping (Yellowstone, the Black Hills, Mt. Rushmore), dropping in on relatives (wine tasting on the Old Mission Peninsula in Northern Michigan and dining on catfish one muggy evening by the White River in Arkansas) and feeling the crisp pinch of the season's first snowflake in the mining town Silverton, Colorado.

Crossing the Rockies in our Piper 28-161 (Warrior) was an adventure of a different sort! We flew 4,162NM in 40.4 hours, encountering some vicious headwinds flying west but surprisingly good weather most of the way. Joel didn't have to file IFR but having the rating was certainly a big comfort factor. We almost needed it in Durango.

Adventures in sightseeing

If you are planning a cross-country trip in a small plane that won't climb above 13,000 feet, here's a route to consider.



The Avey's Piper Cherokee Warrior

Elko, NV (EKO) for fuel, then on to **West Yellowstone (WYS)** for two nights. Rent a car and from the West entrance to Yellowstone, drive the upper loop first, take your morning walk through the Norris Geyser Basin, then drive the lower loop, stopping to see all the waterfalls (230 miles total). End your day getting a rush from Old Faithful and dinner at the Old Faithful Inn.

Custer (CUT) SD for two nights. There's no fuel at CUT so we had to stop in Newcastle WY (ECS), 31NM west of CUT. Eat at the Sage Creek Grill in Custer to satisfy the craving you may have developed by now for salad and a piece of good fish. Don't be put off by the high fee (\$18 per car) to see Crazy Horse. They don't get government funds. If you have any interest in American Indian history and how one man's passion spawned generations to work on this masterpiece (I mean that literally!) spend some time here. Need some exercise? Rent bicycles in Hill City and bike on the George Mickelson Trail. Then satiate your monumental appetite and thirst at Hill City's Monumental Food and Brew. Head over to see the Men in Black (Hills). You'll be feeling all serious after reflecting on their accomplishments founding, growing, preserving and developing our nation, so end your day with a giggle. Spiral over the pigtail bridges. Driving these bridges is like drinking champagne – makes you giddy.

Marshal MN (MML) for fuel; **Wausau, WI (AUW)** for fuel; **Roscommon MI (HTL)** for five nights. We flew over Lake Michigan from Green Bay to Traverse City, where you might want to land at the Cherry Capitol Airport unless you are visiting my sister at Lake Houghton. Flying over Lake Michigan was easy, even at 2,500 feet in light rain. In Traverse City, stop for a cherry shake at the world famous Don's Drive-In on U.S. Hwy 31 N and then do the Old Mission Peninsula Wine Country Tour. You can find some good Pinot Grigio, Riesling

and Gewurztraminer (great with Thanksgiving turkey), but only Chateau Chantal can ship wine back to California. Just past Chateau Chantal is a great picnic spot by the Old Mission Lighthouse, on the shore of Lake Michigan. Stop at the Old Mission General Store on the way for bread, summer sausage and pears to go with your Riesling and Rachette cheese from Black Star Farms (Leelanaw).

Decatur IL (DEC) for fuel, **Mountain View AK (7M2)** overnight – a quick visit to Joel's mom, Alta. We spent September 11 in the air and missed the disaster reruns. Good flight planning!

Elk City OK, (ELK) for fuel, **Santa Rosa NM (Q58)** overnight for thunderstorms. This stop was unplanned. As the lightning began an Indian circle dance across the darkening sky, we landed at the closest airport we could find. A WWII pilot who used to fly Corsairs manages the FBO. He put our plane in a hangar for \$5 and gave us his 89-cent tour of the town. Santa Rosa snoozes along old Route 66, dreaming of better days. Divers visit here to practice emergency rescue in the Blue Hole, a very deep artesian well. If you need a drink to settle your nerves after the crosswind landing, you better have something tucked in your tail pipe. True of Mtn. View, Arkansas also, a long, dry spell!



Lunch by Lake Michigan (Joel and Syd Avey with her sister Cherie and brother-in-law Jim von Drehle)

Durango (DRO) for two nights. We missed the Silverton train, so we rented a car and drove the Million Dollar Highway to Silverton and Ouray. The old mining town of Silverton will give you great ideas for your train layout. Visit end of season and get good discounts on memorabilia and crafts. Ouray was buttoning up for the winter. We'll stay at this sparkling gem next time and try the hot mineral pools. On your drive back, read the markers about the mine reclamation projects in Colorado, where water is an endangered resource. In Durango, the General Palmer Hotel is beautifully appointed, right down to the Gund bear on the bed.

North Las Vegas (VGT) for fuel and home to **Pine Mountain Lake**

Adventures in flying

We averaged 5.8 hour in the air on flying days. Our longest flight was Custer, SD to Roscommon, MI, 7.5 hours with two fuel stops. A most difficult leg of the journey was the climb out of the valley at West Yellowstone over to the V343 airway so we could go up to Bozeman VOR then on to Billings before heading down to Custer. We didn't have the performance to go direct WYS to CUT so we took northern route to minimize the high terrain, but still had to push the climb to 12000+ and encountered moderate turbulence.

The second most difficult was the climb out of North Las Vegas at noon to 12,500 so we could get through the Sierras. We picked up the V105 airway north to Beatty, then flew direct to Mammoth Lakes and through the Sierras on V230 to Friant VOR. It was a long, hot climb to altitude and very bumpy through the Sierras.

Joel reached his 500th flight hour during the flight from Arkansas to Colorado. He has been flying since 1995.



The Corsair Café is considering plans for a new wing at Pine Mountain Lake Airport

The cartoons on the December *PMLAA News* cover and page 8 are printed with permission from Vagabond Creations and Spitfire Emporium, online at www.spitcrazy.com, an excellent one-stop source of aviation collectibles and information.

CLASSIFIEDS



Santa Visits PML Airport's New FBO

This is a free service of the PMLAA News.
Members are invited to submit ads for airport & 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.

☛ Need hangar space at Pine Mountain Lake Airport to build my Glasair. Please contact Sean Brady at 209-962-0422.

FOR SALE

☛ 1/4 Share in a 1961 Cessna 172 (N8212X) based at PML Airport. \$6,000. See photo below. Please contact Gordon Norris at 209-962-6743 or via e-mail: pmlpilot@lodelink.com.



DUES ARE DUE !



Dues for 2003 are due. If you've already renewed, **thank you**. If not, **PLEASE** send your check, 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 **\$20**. That's just \$1.67 per month. Please also send, 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.

P M L A A



GENERAL MEETINGS

First Saturday of the month at The Pine Mountain Lake Lodge unless otherwise noted

EVENT DATE	SPEAKER	TOPIC
January 5, 2002	Lieutenant Colonel Rich Perkins, USAF	"Spy Ops", Flying the U-2
February 2	Dr. Carlene Mendieta	Amelia Earhart's "Flight Across America" Reenactment <u>Catered dinner at Blankenburg's east hangar</u>
March 2	CDF Battalion Chief Dan Ward	Aerial Fire Fighting
April 6	Author, Bruce Bailey, Lt Col USAF (Ret)	Cold War Spy Flights – The Inside Story
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 <u>Catered dinner at Blankenburg's east hangar</u>	For the Fun of it
July	No Meeting	
August 3	Guy Watson of Watson Propeller <u>at the Carver's hangar</u>	The Best Fighter Plane of WWII or How To Start an Argument
September 7	Mike Clancy <u>at the Sloan's hangar</u>	The Wonderful World of Whirly Birds
October 5	Author, Kenneth T. Brown <u>at the Buchner's hangar</u>	B-26 Marauder Man
November 2	Colonel Charles Cliff Tatum, USAF, Ret.	Air Force Fighter Pilot at Sea
December 7	Thanksmas Party	Too Much Fun
January 4, 2003	Captain Al Haynes <u>Catered dinner at Blankenburg's east hangar</u>	The Story of United Flight 232

PMLAA Board Meetings are held at 7:00 p.m. on the Wednesday following each General Meeting unless otherwise noted. The next Board Meeting will be our annual transition meeting to thank our outgoing directors and welcome our new ones.



BOARD OF DIRECTORS

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Please see the flyer with enclosed reservation form that accompanied this edition of the *PMLAA News*.



6th Annual Toy Drive for Needy Children

Bring a toy, game or two. You'll feel good through and through.

6:00 p.m., Saturday, December 14, 2002

at

Kent and Sandy Blankenburg's East Hangar

20810 Elderberry Way, Pine Mountain Lake, Groveland, CA

Dinner will be catered by Banny's of Sonora

No Host Beer and Wine Bar – Proceeds to Helping Hands

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