



Volume 18, Issue 8, August 2003  
 A Monthly Publication of the Pine Mountain Lake Aviation Association

## Captain Charles “Chuck” Shaheen, USAF (Retired)

### *F-100 Misty Fast Forward Air Controllers Over North Vietnam*



Chuck Shaheen was born July 17, 1940 in Reedley, CA. He joined the Air Force ROTC and learned to fly in 1959. Commissioned out of the University of Oregon with a BS in Education in 1962, he went to Reese AFB, Lubbock, Texas and advanced fighter school at Luke AFB, Phoenix, Arizona. Chuck was then stationed in Lakenheath, England for 3 years.



The book, *MISTY, First Person Stories of the F-100 Misty Fast Forward Air Controllers in the Vietnam War*, includes a chapter of gripping short stories by Captain Chuck Shaheen, a.k.a. *Misty 52*. It is available for purchase at [www.mistyvietnam.com](http://www.mistyvietnam.com). Chuck will be happy to autograph copies at our meeting.



In 1967, Chuck was assigned to Phan Rang and Phu Cat, Vietnam. He flew 260 sorties in Vietnam, 61 of those as a “**Misty**” (Commando Saber—forward air controller over North Vietnam) in 1968, logging 200+ hours over enemy territory. On his last mission, Chuck was shot down in his F-100, with Dick Rutan in his back seat. They were rescued in the water.



Chuck has been awarded numerous medals including the Air Force Silver Star, four Distinguished Flying Crosses, thirteen Air Medals, a Purple Heart, the PACAF Able Aeronaut Award and the Vietnamese Cross of Gallantry.



As a Continental Airlines pilot from 1969-85, Chuck met Cynthia Llambias, a flight attendant for Continental, whom he married in 1977.

A resident of Fresno, CA, Chuck is a forty-year member of the Masonic Lodge and a *Quiet Birdman*. He was also named the 1996-97 *Kiwanian* of the Year.

#### THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION

welcomes

### *F-100 Forward Air Controller* **CAPTAIN CHARLES “CHUCK” SHAHEEN**

as our August 9, 2003 Guest Speaker  
 at

#### **The Buchner Hangar**

20885 Hemlock Street at Woodside Way  
 Pine Mountain Lake Airport, Groveland

Social Hour: 6:00 p.m., Dinner: 7:00  
 Announcements: 7:45, Guest Speaker: 8:00

#### **No Host Beer, Wine, Champagne & Soft Drink Bar**

Please bring enough food to accommodate you & your guests  
 Coffee, paper plates & plastic utensils will be available  
 but feel free to bring your own service.

## PRESIDENT'S CORNER

**July 5, 2003: History is Made on Pine Mountain Lake.**



Hundreds of PML residents and visitors cheered as **Kent and Sandy Blankenburg** landed their **1947 Republic Seabee** on Pine Mountain Lake as part of our Independence Day celebration. This historic event was initiated and coordinated by PML Boat Parade Chairman **Malcolm Milliron**. That's his sailboat in the top photo with a large windsock. Good job, Malcolm!

PMLAA members Jim Thomas and Patty Haley (pictured right) won in the sailboat category. Lois and Dick Rosenbaum's "Mississippi Gambler" party boat also won.



A jubilant PMLAA Vice President Jerry Baker holds his brand new Private Pilot Certificate. Congratulations Jerry. He's shopping for a Cessna 206.

Aerobatic champion, preeminent airshow performer and educator **Wayne Handley** will be our guest speaker on October 4, 2003. **Wayne will also conduct one of his famous weekend seminars on October 4<sup>th</sup> and 5<sup>th</sup> at Pine Mountain Lake Airport.** His ground school will be on Saturday morning. That afternoon and all day Sunday, Wayne will take interested individuals, who have attended the ground school, in his amazing Extra 300L for one-on-one flight instruction tailored to each pilot's needs. This seminar is not just for pilots to learn aerobatic maneuvers. It is for those who want to hone their skills and gain confidence with Wayne's unique approach to unusual attitude recognition and mastering situational awareness.

Wayne is pictured below in *The Raven* in formation with one of his former students, world-class aerobatic performer Sean D. Tucker. That's also Wayne below in his Extra 300L and *The Oracle Turbo Raven*.



Having had the good fortune to fly with this 26,000-hour award winning, world record setting expert, I'm looking forward to attending his seminar.

I am taking reservations now for the ground school @ \$25 per person and the 30-minute one-on-one flight instruction @ \$200 per person, on a first come, first served basis. Make your check payable to and mail to PMLAA, Box 131, Groveland, CA 95321. Feel free to call me with any questions.

Our previously scheduled October speaker, **Mustang Ace Robert Goebel**, will honor us with his presentation on February 7, 2004.



By the time you read this, many of us will be in Oshkosh, Wisconsin for EAA AirVenture, celebrating 100 years of powered flight. I'll report on this extravaganza in the September issue.

Happy Flydays!

## Safety Corner

### Avoiding Accident Patterns

-- Mike Gustafson, CFII

The most dangerous phase of flying is the landing. **35%** of all General Aviation accidents occur in the last 1000' of the flight. The landing phase accounts for 42% of all Turbocraft accidents, and for Turbojets it is 49%. Scary, if you ask me. The next high-risk phase for G.A. is takeoff with 20% of all accidents, then approaches with 10%, then maneuvering with 11% and cruise with 10%. So let's look at that last 1000 feet and see how to reduce our risk.

As you might expect, landing at uncontrolled airports brings the most risk of a mid-air. Aircraft arriving from all compass points want to get on the ground now. The key to flying a safe pattern is being where other pilots expect you to be:

- Enter the downwind on the 45 at pattern altitude. Descending in the pattern increases risk as you might "drop in" on another aircraft.
- Single engine aircraft should fly the downwind within about ¼ mile of the runway.
- Turn base when the runway numbers are about half way between your wing tip and tail.
- As you approach the turn to final, clear the area left and right to confirm that your spacing from the next aircraft is comfortable and that there are no straight-in aircraft surprises.
- On short final, if possible, look below for any stealth aircraft that might have appeared out of thin air. One trick for checking under is to look at your shadow on the ground. If you see a second pair of wings, and you are not flying a biplane, then someone else is too close. Note: most landing "mid-air" occur at 400 AGL or lower on very short final.

Prior to entering the pattern at an uncontrolled airport you should have completed your pre-landing checklist:

- AWOS/ASOS airport information received and understood, and have listened to the Unicom frequency to get a feel for the "controlled chaos" that may be occurring.
- Is there total quiet? Are you on the right frequency? Is your radio working? Speaking of total quiet, just because you don't hear anyone in the pattern does not mean you are alone. "No radio" aircraft could be out there and they can't hear you either! So, look as well as listen.

Bottom line: No straight-ins, don't drop into the pattern, keep your speed at a reasonable number for the other aircraft in formation with you, no 747 patterns and be in gliding distance at all times. Announce your position but remember, fly first, communicate second. It takes a bit of discipline to fly consistent and safe patterns if you don't want to be part of that 35%.

And then there is arriving at Oshkosh – very different rules – and a story for another time. Fly safe!

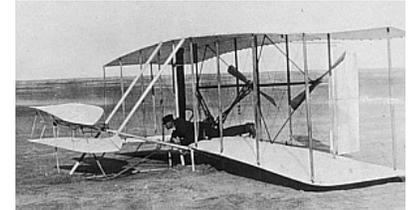
Reminder: Don't over-fly Pine Mountain Lake!

## HOW WE MADE THE FIRST FLIGHT

by Orville Wright

### The First Attempt

When the machine had been fastened with a wire to the track, so that it could not start until released by the operator, and the motor had been run to make sure that it was in condition, we tossed a coin to decide who should have the first trial. Wilbur won. I took a position at one of the wings intending to help balance the machine as it ran down the rack. But when the restraining wire was slipped, the machine started off so quickly I could stay with it only a few feet. After a 35- to 40-foot run, it lifted from the rail. But it was allowed to turn up too much. It climbed a few feet, stalled, and then settled to the ground near the foot of the hill, 105 feet below. My stopwatch showed that it had been in the air just 3 1/2 seconds. In landing, the left wing touched first. The machine swung around, dug the skids into the sand and broke one of them. Several other parts were also broken, but the damage to the machine was not serious. While the test had shown nothing as to whether the power of the motor was sufficient to keep the machine up, since the landing was made many feet below the starting point, the experiment had demonstrated that the method adopted for launching the machine was a safe and practical one. On the whole, we were much pleased.



**The "Flyer"  
after its 3 1/2 second flight**

Two days were consumed in making repairs, and the machine was not ready again till late in the afternoon of the 16th. While we had it out on the track in front of the building, making the final adjustments, a stranger came along. After looking at the machine a few seconds he inquired what it was. When we told him it was a flying machine he asked whether we intended to fly it. We said we did, as soon as we had a suitable wind. He looked at it several minutes longer and then, wishing to be courteous, remarked that it looked as if it would fly, if it had a "suitable wind." We were much amused, for, no doubt, he had in mind the recent 75-mile gale when he repeated our words, "a suitable wind!"

During the night of December 16, 1903, a strong cold wind blew from the north. When we arose on the morning of the 17th, the puddles of water, which had been standing about the camp since the recent rains, were covered with ice. The wind had a velocity of 10 to 12 meters per second (22 to 27 miles an hour). We thought it would die down before long, and so remained indoors the early part of the morning. But when ten o'clock arrived, and the wind was as brisk as ever, we decided that we had better get the machine out and attempt a flight. We hung out the signal for the men of the Life Saving Station. We thought that by facing the flyer into a strong wind, there ought to be no trouble in launching it from the level ground about camp. We realized the difficulties of flying in so high a wind, but estimated that the added dangers in flight would be partly compensated for by the slower speed in landing.

(They were "wright" of course.)

... to be continued.

**PMLAA CHARTER MEMBER MARK KELLY**  
by Editor-in-Chief Mary E. Kelly

Publisher's note:

As I announced in last month's *PMLAA News*, the Board of Officers has established the Annual PMLAA Mark Kelly Science and Technology Award in honor of Mary Kelly's late husband, a distinguished NASA scientist and PMLAA Charter Member. The award certificate and a \$250 US Savings Bond, will be presented by Mary Kelly to one or more outstanding Tenaya School 8<sup>th</sup> graders each June.

I asked Mary to elaborate on her late husband and provide a photo for those of us who did not have the privilege of knowing him and for the many PMLAA friends he left behind. So, here it is.

Keith Zenobia



This is going to be a rather personal portrayal, I fear, for I've known this man since he was 14 and I was 13, and for one year we were at the same elementary school. Initially he was from Salt Lake City.

Mark (I knew him as Pat) was an airplane nut. He built balsa-wood models, biked down to the tiny Portland airport at every opportunity and dreamed of being a pilot. Before he had graduated from high school he was all signed up for the Naval Air Corps. The war ended before he finished his training, but the Navy kept him on 'til he earned his wings. During the course of his training he flew Stearmans ("Yellow Perils"), SNJ's, PBY Mariners and PBM's.

We married in April of 1946 and off we went to Florida where the PBM's lived and where we wondered if we'd been sent overseas by mistake. Cocoa, then a tiny beach town that pretty much depended on the Navy for its income, was even smaller than Groveland and there was a lot of southern living to get used to for this Portland girl. Mark had had a good dose at Pensacola, so he did pretty well. When he had finished the PBM training and the Navy was cutting back so there wasn't much flying going on, Mark left the service and we went home to Portland.

From Navy Ensign to college junior was the next step as we moved to Corvallis, Oregon where he earned his degrees, graduating with honors. This was another achievement, because he had taken on a couple of new responsibilities: our first daughter and his 11-year-old brother David.

From Corvallis we went to the Bay Area where we learned to pronounce El Camino Real and many other Spanish words. Now an aeronautical engineer, he was assigned to the then biggest wind tunnel in the world at the Ames Laboratory, National Advisory Committee for Aeronautics. We found a 1,000 square foot house in Cupertino; it looked like a palace compared to some of the places we'd lived. We settled down to continue our family.

The years passed. NACA became NASA; David grew up and left; we had two more children. I went back to school and became a teacher and Mark rose steadily in his field, earning worldwide recognition. He had left his flying skills behind, but one day decided to renew them. I joined him in this and soon we were both licensed and bought an airplane. By this time our three kids were adults, brother David had gone from Army Air Force to flying for Eastern Air Lines; and, Mark and I were beginning to look at retirement.

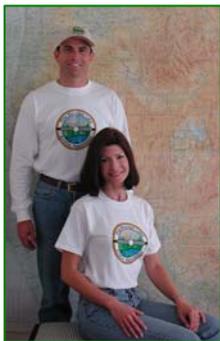
Which brings us to PML. Ken Orloff, who had worked with Mark at Ames and had built a home on the north taxiway, alerted us to the auction sale of the lot on Elderberry Way. We made a flying visit and liked what we saw. We had to bid one dollar over what was owed on it. No one else was there to bid but Ralph Butler was hanging around to see what would happen. (It turned out he knew Mark from when a Lockheed test was in the wind tunnel). The court clerk read the notice, asked for a bid, and I popped out with "We so bid!" while my spouse looked at me in horror: if no one else wants it, why should we? Too late. It was ours. We never regretted my impulsiveness.

We beefed up our Cessna 172 with a bigger engine and a constant speed prop. Then, together with Marilyn Orloff's instruction, we both earned our instrument ratings, which turned out to be a very good thing when we flew to Portland and Salt Lake City.

Mark served as a director and chairman of Mother Lode Aviation for a number of years and was on the Airport Land Use Commission, serving as chairman until he became ill. He was active in our aviation association, helped with school field trips at the airport, taught some simple aeronautics to the youngsters at Tenaya elementary and tutored several high school students in science and math.

We'd been here on the hill for about five years when Mark became ill, starting with minor things like a cataract and mild diabetes. Gradually these escalated and hemochromatosis and lymphoma hit as well. After roughly ten years of illness he finally succumbed to the cancer. We had been married just short of 50 years.

It has been a blessing to live here in this airport community and I hope to stay here until, like Pat, I get carried out feet-first.



**PINE MOUNTAIN LAKE  
AVIATION ASSOCIATION**

**T-SHIRTS, PATCHES & DECALS**

- Long-sleeve: \$18
- Short-sleeve: \$15
- Patches: \$3
- Decals: \$2

Contact Rich McGlashan  
209-962-7928

**2<sup>nd</sup> Annual Concours d'Elegance  
August 23, 2003**



Proceeds will go to **Kittytails**, a non-profit feral cat rescue service, with many cool cats and cuddly kittens available for adoption. Call Kym Curran at 209-962-1060 or visit [www.kittytails.com](http://www.kittytails.com).

**CLASSIFIEDS and ANNOUNCEMENTS**

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

**FOR SALE**

ψ 1959 C-150 Project: \$6,500. Please call Rich McGlashan, 209-962-7928.

ψ CFII Provides Flight Instruction: Private, Instrument, Commercial, Flight Review, IPC & Mountain Checkout. Please call Linda Monahan: 209-962-5181.

ψ 24 volt 100 amp alternator for Continental IO-550, 24 volt Weldon boost pump, propeller for Questair Venture. Please call Jim Thomas 209-962-0910.

**WANTED**

ψ Do you have Audio/Video Equipment such as a CD player or video projector you'd like to donate to the PMLAA? This will help our multimedia guru Ken Codeglia finish building our Audio Video support equipment package without spending additional PMLAA dollars. Please call Ken at 209-962-6270.

ψ Need hangar space to rent at Pine Mountain Lake Airport to build my Glasair. Sean Brady at 209-962-0422.

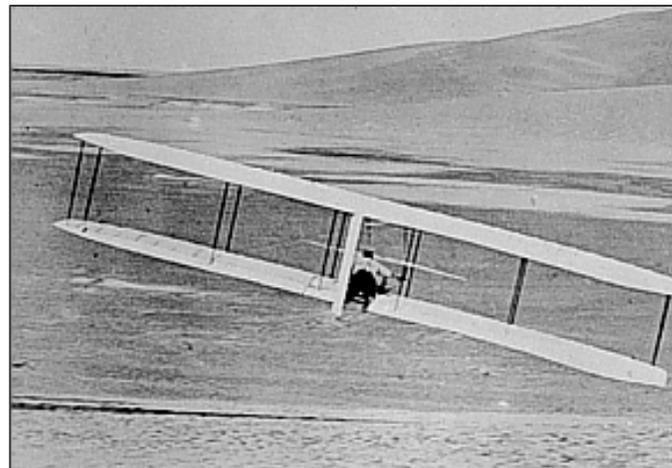
ψ Fighter aircraft pilot seat. I'm starting a project to build an aircraft combat flight simulator and would like to locate a pilot's seat. Probably jet aircraft seat but haven't decided yet. Please contact me as I'm looking for ideas. Thanks. Ken Codeglia 408-447-4080

ψ Help restore my memory – mine, not the computer's. I loaned my aircraft brake bleeder to someone. Was it you? Please call Rich McGlashan, 209-962-7928.

ψ We fell in love with Pine Mountain Lake and are looking for an empty taxiway-lot for later retirement. Give us a call or e-mail if you are thinking about selling your lot in the next 5 years, or know of someone who might. Contact Joe and Barbara, e-mail: [Joe\\_Wuensche@hotmail.com](mailto:Joe_Wuensche@hotmail.com), phone: 763-559-0179.

ψ Lew Carlson is nearing completion building an ultralight aircraft. He has made many design modifications to an ultralight kit and it promises to be a neat airplane. The nearest ultralight club is in Turlock ([www.tufa.org](http://www.tufa.org)). Lew would also like to connect with other PMLAA members who have an ultralight or an interest in them. He lives on Hillcroft in unit 12; phone number: 209 962-4886.

ψ 2.25" diameter electric attitude indicator. Please contact Jim Thomas 209-962-0910.



**1902 Model B glider**  
*used as the basis for the Wright's patent applications*

**EARLY MORNING IN JULY**

Rising northeast, summer sun  
 Coaxes mists from our canyon  
 Blurring hills silhouetted  
 Against clear blue sky  
 An acorn woodpecker's raucous call  
 Splits dawn's silence  
 Turkey vultures circle seeking carrion  
 Tiny finches cling to a yellow seed bag  
 A scrub jay gambols in the bird bath  
 And as a great metal bird rises roaring  
 Another quietly glides in to take its place  
 Our airport: a home for birds.

**Mary E. Kelly**



**The Art of Hand Propping a Cub**

Thanks to Conni Buchner for this submission.



## PMLAA 2003 CALENDAR OF

## EVENTS AND CONTACT

### INFO

Meetings are generally held on the first Saturday of the month (August 9<sup>th</sup> is an exception and no meeting in July) at The Pine Mountain Lake Lodge or private hangar to be announced. Meetings are either potlucks or catered as noted. For potlucks, please bring enough food to accommodate you, your guests and a few more. PMLAA provides a no host bar at most meetings. Coffee, paper plates & plastic utensils will be available, but feel free to bring your own service. Location and schedule are subject to change, so please check the most recent newsletter. Annual membership dues are \$20. We welcome your comments, questions and suggestions.

EVENT DATE	SPEAKER / EVENT	TOPIC
January 4, 2003	Captain Al Haynes Catered dinner at the Blankenburgs' east hangar	<i>The Story of Flight 232</i>
February 1	Lt. Colonel Stoney Mayock II, USMC, Ret.	<i>Adventures of a Blue Angel</i>
March 1	Test Pilot Colonel Joseph Cotton, USAF, Ret.	<i>Tiger Moths to the Valkyrie Supersonic Bomber</i>
April 5	Steve Stavrakakis / <i>The Greek Air Force</i>	<i>Managing High Risk Environments</i>
May 3	Army Air Corps Pilot Jim Dumas Potluck at the Carver Hangar	<i>P-40 Adventures with <u>The Flying Tigers</u></i>
June 7	Addison Pemberton Catered dinner at the Blankenburg Museum	<i>30 Years of Flying Fun and <u>Restoring the 1928 Boeing 40-C</u></i>
July 5	No meeting but great fun on Pine Mountain Lake including the Boat Parade & a Fabulous Fireworks Display	
August 9	<b>Combat Pilot Captain Chuck Shaheen</b> <b>Potluck with a no host bar at the Buchner Hangar . . . NOTE: This is the <u>second Saturday of August.</u></b>	<b>F-100 Forward Air Controllers Over North Vietnam</b>
September 6	Educator Dewayne Gipe <u>and US Navy Captain Ray Alcorn</u>	<i>Americanism – A Short Story Survival in the “Hanoi Hilton”</i>
October 4	Aerobatics Master Wayne Handley	<i>Finding Your Limits and Flying Safe</i>
October 4 & 5	Wayne Handley	Weekend Seminar + One-on-One Flight Instruction
November 1	Bob Ettinger, Edwards Air Force Base	<i>The Global Hawk, State-of-the-Art Surveillance</i>
December 6	<i>Thanksmas Party</i>	<i>Too Much Fun</i>
January 3, 2004	Dr. Ken Orloff	<i>Aircraft Accident Reconstruction</i>
February 7, 2004	Captain Robert Goebel, Mustang Ace	<i>P-51 Adventures</i>

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 August 13, 2003 at the home of Paula and Jerry Baker.

#### BOARD OF DIRECTORS

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The PMLAA News is available in html and pdf format at [www.PMLAA.org](http://www.PMLAA.org)

#### Application / Renewal forms

are available  
at our meetings,  
in pdf format on our website  
or  
via fax or snail-mail  
by calling Keith at 209-962-4014.

Please forward your e-mail address to receive PMLAA updates and announcements.

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