



Volume 18, Issue 9, September 2003
A Monthly Publication of the Pine Mountain Lake Aviation Association

CAPTAIN RAY ALCORN, UNITED STATES NAVY (RETIRED) *SURVIVAL IN THE HANOI HILTON*

Ray Alcorn's interest in aviation began as a teenager on the Alcorn family farm in western Pennsylvania as he watched the Pittsburgh Air National Guard practice maneuvers. One enterprising F-102 pilot got Ray's attention when he made a low pass over him while he was bailing hay. At that point Ray vowed to trade his tractor for a jet.

Ray became a Naval Aviator in 1963. He served in numerous squadrons flying the A-4 Skyhawk and A-7 Corsair II aboard several aircraft carriers. Later he served as Commanding Officer of Naval Air Station, Fallon, NV from 1987 to 1989, managing a \$27 million budget and more than 2,000 civilian and military employees.

Other assignments included a tour at the Pentagon on the staff of Chief of Naval Operations and as Chief of Staff of the Naval Air Training Command. In his final tour on active duty, Ray served as Dean of Students at the Naval War College, Newport, RI.

Captain Alcorn's decorations include 2 Silver Stars, 4 Legion of Merit Awards, the Distinguished Flying Cross, 3 Bronze Stars, 2 Purple Hearts, the Meritorious Service Medal, 2 Strike Fight Air Medals, the Navy Commendation Medal, Combat Action Ribbon, Prisoner of War Medal and several U.S. and Vietnamese Campaign Ribbons.

Ray retired from the Navy in 1992. He and his wife, Karen, live in Mesquite, NV.

In 1999, Ray was appointed by Governor Kenny Guinn to serve as the Executive Director of the Nevada Office of Veterans Services. "Ray's distinguished service speaks for itself," the governor said. "In addition to being a genuine American hero, he's a guy with a proud, proven record in military affairs and a well-deserved reputation for taking on tough tasks and getting the job done."

On December 22, 1965, aboard our first nuclear powered aircraft carrier, USS Enterprise, Carrier Air Wing 9 was assigned its first "Alpha" strike against the Uong Bi power plant just outside the port city of Haiphong. A 400-foot overcast and low visibility were of little concern to the mission planners back in Washington, DC who directed the strike. At the end of the day, two Navy pilots were dead, two were listed as Missing in Action and the Uong Bi power plant was in rubble. Ray was one of the 'lucky' guys who was destined to 'sit out' the rest of what was to be a very long war in the hands of the enemy. The "Hanoi Hilton" with all its 'amenities' would be his home for the next 7 years and 2 months. That equates to 2,610 long, long days!



On February 12, 1973, the first C-141 landed at the Gia Lom airport, near Hanoi, to bring the POW's out of North Vietnam. 1,400 of our service members remain unaccounted for.

Ray recuperated for six months and was introduced back into American society, which had changed dramatically through the Vietnam war-years. "Basic Man 1965" had to make some adjustments in his life to join a 1973 society.

Ray explains that his decision to remain in the Navy came partly from the fact that he now had 12 years of service, but mostly from his desire to avoid a tractor again.

Even his painful experience as a POW, enduring torture and isolation, doesn't make Ray second-guess his career choice.



As a fitting complement to Captain Alcorn, educator **DeWayne Gipe**, a.k.a. The American Flag Man, will present profound insights about the United States Constitution, our veterans and our flag. This proud patriot, with his keen grasp of political science, tells a captivating apolitical short story from the American flag's point of view. In other words, if our flag could speak, this is what it would say.

THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION

PROUDLY PRESENTS

CAPTAIN RAY ALCORN, UNITED STATES NAVY (Ret)

AND

MR. DEWAYNE GIPE

September 6, 2003

at

The Buchner Hangar

Pine Mountain Lake Airport at the Corner of Hemlock and Woodside

Social Hour: 5:45 p.m., Dinner: 6:45

Announcements: 7:45, Guest Speakers: 8:00

No Host Beer, Wine, Champagne & Soft Drink Bar

Please bring enough food to accommodate you and your guests

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

PRESIDENT'S CORNER

Captain Chuck Shaheen shared some of his fighter pilot experiences over North Vietnam with an entertaining sense of humor. He then autographed copies of the Book, *MISTY, First Person Stories of the F-100 Misty Fast Forward Air Controllers in the Vietnam War*, in which he wrote a chapter. What a great evening it was.

Please note: Our September 6th meeting will begin 15 minutes early, at 5:45 pm.

THANK YOU SO MUCH, CONNI AND ALAN BUCHNER for your ongoing generosity in providing your beautiful hangar to PMLAA for our meetings. Many thanks, also, to the PMLAA volunteers who set up and wrap our monthly events.



CASTLE AIR MUSEUM FLY-OUT / DRIVE-OUT

Please call Rich McGlashan (209-962-7928) or Malcolm Milliron (209-962-4508) if you would like to participate in the fly-out / drive-out to Castle Air Museum on Saturday, October 18th. This PMLAA adventure will include a private tour.

2004 PMLAA BOARD OF OFFICERS
Pursuant to our by-laws, I have appointed a PMLAA Board of Officers Nominating Committee. They are **Kay Smith** (209-962-6986), **Paul Price** (209-962-7431) and **Jim Thomas** (209-962-0910). Their mission is to seek out PMLAA members interested in accepting the offices of President, Airport Affairs Vice President, Social Affairs Vice President, Treasurer and Secretary. They will also compile a list of individuals who would like to be on a PMLAA committee for the next president to consider.

We encourage each member to take an active role in PMLAA. Please do not hesitate to contact one of the Nominating Committee members if you would like to get more involved in our fine organization.

KENT AND SANDY BLANKENBURG were presented with the Paul E. Garber Trophy by astronaut Neil Armstrong for Best Classic Airplane, their **1938 Lockheed Electra 12A**, at the Dayton International Air Show. Their gem was showcased on the Discovery Wings channel in its coverage of the Dayton Air Show. Two weeks later, the Blankenburgs won EAA's Antique Bronze Lindy Award in the Transport category at Oshkosh. Next, it was on to the 44th Annual Northwest Antique Airplane Club (NWAAC) Fly-in at McMinnville Airport in Oregon, where their masterpiece won Best of Class. Congratulations!

KUDOS to ALAN BUCHNER on winning Best of Class with his perfect 1942 Ryan PT-22 at the Northwest Antique Airplane Club Fly-in.



The 51st annual Experimental Aircraft Association fly-in, EAA AirVenture Oshkosh, celebrated the centennial of flight in a big way July 29 - August 4. 770,000 people attended this awesome event, including 2,249 international visitors from 68 countries. An estimated 11,000 aircraft were flown in



to Oshkosh and surrounding airports. This included a record-breaking 2,690 show-planes in 11 judging categories. 807 commercial exhibitors displayed a vast array of general aviation services and products, from transceivers to bizjets. 33,000 campers attended. 4,500 volunteers contributed an estimated 250,000 hours.

Wayne Handley is as good as they get. This master aviator will address PMLAA at our October 4th meeting in the Buchner hangar. As a special treat, Wayne will conduct his famous ground school on Saturday morning, October 4th as well as 1-on-1 flights in his stunning Extra 300L (pictured right) on Saturday afternoon and all day Sunday. This is not an aerobatics program. Wayne brings his 26,000 hours of flying experience to PML with his confidence-building seminar that speaks to everyone from new pilots to seasoned veterans. Wayne's flying sessions are tailored to each person's needs. You can attend the ground school only or add a flying session as well (while time-slots are available). See the back cover of this newsletter for more details. Reservations are being accepted on a first come, first served basis. I can't wait!



Happy Flydays!

ξ Keith Zenobia

Safety Corner

Cockpit Distractions

- Mike Gustafson, CFII

One of the more common errors in the cockpit is pilot preoccupation with one task to the detriment or neglect of other tasks.

NASA recently researched 107 "events" caused by some type of distraction to the flight crew. "Event" is a nice word for a non-fatal accident, or as banks say, "an involuntary conversion of assets." NASA discovered that *about half of the events were caused by an interruption, distraction, or preoccupation with one task to the exclusion of another task.*

69% of the distractions fell into the following categories: talking with other people in the plane, talking with ATC, head-down work such as programming a GPS, flight computer, autopilot, etc., searching for traffic, or troubleshooting some minor aircraft anomaly. The bottom line is that these pilots forgot the golden rule: always fly the aircraft first! What did your flight instructor drill into you? Aviate, navigate, and communicate, in that order.

We have all been there – taking someone new up to show them the sights and sounds of flight and forgetting to close the door or retract the gear. No big deal but you felt the fool for your oversight. I once loaded everyone into the Cherokee and then tried to taxi with the tie downs still attached. I was distracted showing the new folks what a preflight was about and forgot the ropes.

There can be many safety-of-flight events that require your full attention, such as ATC communications at a high-density airport, aircraft anomaly, unexpected weather, etc. It is important that part of your passenger briefing lays down some simple rules: if something happens that commands the full attention of the pilot then all questions and discussions stop, now! If the aircraft has an intercom with a passenger isolate switch then flip it and as time permits, you can come back to them and explain what is/was happening. If the distraction comes from your passengers in the form of airsickness or medical emergency then, if possible, delegate to someone else on board to take care of the ailing passenger. You cannot be of help to them if you put the flight in jeopardy while trying to find the sick-sack!

If you do find yourself trying to fly the airplane while keeping the dog from eating the cat, then using a checklist will focus you on the important stuff. As all hell breaks loose in the baggage compartment five miles from the destination, dusting off the checklist will bring you back to the task of getting the aircraft on the ground without forgetting something even more important. I once flew a chartered Navajo full of young ladies from SJC to SAC for a concert, and boy, was I distracted: left the gear down for the whole flight. Pulled into the pattern, hit the checklist item that said lower the gear, and since it was already down (remember, I was distracted) I pulled the gear up. Saved by my need to settle down, focus, and land the airplane, I secured my "3 in the green." Learned a lot that night and some of it did involve flying!

Oshkosh was great; hope you had a chance to visit our aviation Mecca.

Fly safe.

OUT AND ABOUT WITH PMLAA MEMBERS

PINE MOUNTAIN LAKE AIRPORT GETS NEW EXPANDED RUN-UP AREA For RUNWAY 27

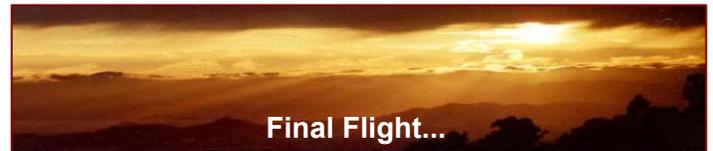
Pine Mountain Lake Airport's runway 27 run-up area has been relocated west of the old one. With Tuolumne County approval, PMLAA member Alan Gaudenti had the new, larger run-up pad created at his expense. Please do not run-up beyond that point. The blacktopped horseshoe drive adjacent to the previous run-up area is private property. **Thank you Alan Gaudenti** for improving Pine Mountain Lake Airport.

Ψ Keith Zenobia

THUNDER SYMPHONY

Flashing pyrotechnics, silver and gold
Begin the concert of the night.
Tympani roll their thundering bass
Snare drums echo with staccato cadence
One by one trumpets, trombones and tubas
Counter in syncopated bursts
Again the flashes of light
A flute murmurs a melody
As violin glissandos ripple like rain
And oboes sigh farewell
Ending the Thunder Symphony.

Mary E. Kelly



Our airport community lost another good friend of aviation when **Saralea "Sara" Stark** died on July 29th. Sara, a registered nurse, worked for 28 years at Doctor's Medical Center in Modesto. She and her husband Ken came to PML in 1987. Sara and her delightful sense of humor will be missed by all who knew her. We offer our condolences to the family.

Mary E. Kelly



The Groveland Rotary has planned a lobster dinner fundraiser on Saturday, September 27th at the PML Equestrian Center. Contact any Groveland Rotarian for details or call Keith Zenobia (209-962-4010) and he'll be happy to connect you with one.

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



by Sydney Avey

Have you ever won a drawing and failed to claim your prize? Two lucky PML residents didn't make that mistake and got the ride of their lives!

Gene Stone won a trip in Vicky Benzing's helicopter at the June PMLAA meeting. In Gene's words: "I met her at their hanger, or I should say I met her husband Jeff first. He was moving a beautiful Beech Duke to get the helicopter out. They seated me in the bird and patiently gave me the basics. We floated over to the fuel island where Jeff met and fueled us. You can imagine my excitement being that I have not had the opportunity to fly in four years. Then away we went, first looking at my house in PML and then over to the Tuolumne River, which seemed to rise up to us. I wish I could express in words the beauty of the trip up the river. The rafters camping along the river probably wondered where we came from (see above). Most gave us friendly waves. Then as smoothly as the river appeared in the beginning, it slipped from sight below us and we cruised down Hwy 120 back to PML airport."



On the ground, Vicky showed Gene maneuvers that can't be accomplished in a



fixed wing aircraft, such as moving backwards. Vicky, aware that Gene's son and grandson were watching, gave a dad and his 12-year-old son the thrill of a lifetime by offering them a ride as well. "This was by far the best drawing I have ever won and having the opportunity to meet the Benzings was such a pleasure," Gene said. "Thanks again, Vicky and Jeff."

Eleven-year PML resident Dotty Davis didn't leave anything to chance. At the same June meeting, she purchased a \$100 trip for four in Alan Gaudenti's King Air "because it's gorgeous!" Dotty had her eye on the big twin engine, previously parked by the gas pump on

weekends, as a surprise for her husband Dick's 73rd birthday. "It was a lark," she said.



Dotty invited Gordon and Nancy Jones to go along, expecting a short ride. But Alan surprised them with a 4½ hour trip to Half Moon Bay, which included lunch on the waterfront, a wharf tour and then a flight down the coast. at 300 mph. Both couples watched the take-offs and landings on video screens at their seats and tracked their course on a computer screen. "Alan was so generous," Dotty said. "My husband was thrilled."

More about the Stones and the Davises:

Gene and his wife June have been PML residents for four years. Gene retired as a building inspector for the City of San Jose, though he's recently been called back to part-time work. June had a career in telecommunications. Like so many, they visited PML and bought their house on James Circle the same day. "We thought we'd find a lot and build later," June said, "but we found that this is our dream house." In addition to an interest in aviation, the Stones keep a ski boat at Lake Don Pedro and June enjoys the Ladies Club and the Garden Club.



Dick and Dotty Davis bought a lot in PML one hour after their first visit. Dotty, a former CPA and Dick, a retired analytical chemist from Orinda looked at a seemingly unbuildable lot on Mt. Jefferson and said "we think there's a view here." They were right.

Gene used the GI bill from the Korean War to get his private, instrument, commercial, multi-engine and certified flight instructor's ratings in the space of 16 months. He flew as a deputy sheriff and owned a Mooney for five years. After his partner landed gear down he had the plane repaired, only to have the mechanic who was delivering it back to Gene crash it when the engine quit mid-flight. That ended Gene's flying, but not his interest in flying.

Dick Davis' health doesn't permit him to be a pilot, but he's an avid reader of *Air and Space Magazine* and watcher of the Wings channel. They were delighted to meet a whole new group of people when they joined PMLAA.

Gene and Dotty couldn't say enough about Vicky and Alan, respectively, who demonstrated great skill in handling their aircraft and unexpected generosity in making sure some lucky people had a memorable ride.

I'll report on more of these adventures in future issues.

CHARTER MEMBERS DICK AND ELLIE CHILINGARIAN

by Mary E. Kelly

PMLAA Charter Members Dick and Ellie Chilingarian arrived on our scene in 1981 with a considerable list of achievements in their wake, and they haven't slowed down much since then. A quick glance at their home on Jimmersal tells you that there's a gardener somewhere around, for the lot is a picture-perfect setting for their attractive home, which has grown considerably since its original inception.

Dick, who joined the US Navy after high school, saw service on the US San Diego CL53 (a light cruiser), an anti-aircraft ship that managed to cover over 300,000 miles of duty as it roamed the Pacific doing its job of protecting aircraft carriers against the enemy. The San Diego lost nary a ship or soul and earned 18 battle stars. Chilingarian, a 17-year-old enlistee, was a part of this achievement. After the atom bombing of Japan, the San Diego was the only ship into Tokyo harbor before the Missouri arrived for the signing of the surrender.



By age 19, Dick was a Signalman Seaman 1st class while aboard the San Diego. He is justifiably proud to have been a part of the ship's crew. "It was one of the two best things that ever happened to me; the other was Ellie."

And how did Dick and Ellie meet? Dick had settled in the Bay Area after leaving the Navy and there he became a journeyman printer, following this line for seven or eight years. He got involved in sports, had his own M.G., and soon became the chief race official for the Sports Car Club of America.

His working career took a number of unexpected turns, each one prompted by the question, "What are you doing being a printer... or a car salesman... or an insurance salesman? Why don't you...?" At each turn he moved into more and more challenging careers: writing for the San Mateo Times, moonlighting at the Sunnyvale Standard, selling imported cars, managing an insurance office, heading a title company.

It was at a title company that he met Ellie, who was busily working her way up to Escrow Supervisor for San Mateo County. In 1970 they hopped into Dick's Cherokee 180 and flew to Reno where they were married. Together they founded a title company, which was absorbed eventually by Old Republic Title.

Over the years Dick, having earned his private pilot license via the G.I. Bill, had bought and sold several aircraft, among them an Aeronca, a Taylor Craft, a J-5 Cub, a Cherokee, and, finally the Mooney we've all seen here at PML. He's had a couple of "incidents" - at

Schellville Airport in Sonoma County (at that time a small strip hosting only three aircraft) his Curtiss Robin on take-off flipped its cowling and the wing collided with a high wire which wrapped itself around the wingtip light. The light broke off and Dick did a 180 back to the field, landing safely. The other incident involved a mild collision with a fence.

The Chilingnarians lived in Woodside for a few years. Then Ellie decided to visit Europe with her mother and Dick preferred to stay home. When the ladies returned Ellie learned that her spouse had sold their house! This prompted a search for the ideal home spot: a place where he could fly and she could garden. They found it here at PML. No more work: they'd retire. Well, it didn't pan out that way, at least not for Dick. He signed up with Yosemite Title Company, then became the PR person for Tuolumne County for ten years. As for Ellie, though she has a real estate license, she would rather look at houses than try to sell them.

For a number of years Dick served as president of the Tuolumne County Aviation Association. He was instrumental in organizing the Sheriff's Squadron in 1985. He's still trying to retire but seems to keep on working. Ellie continues to find ways to enhance their house and the garden.

Last year the Chilingarians attended Fleet Week 2002 in San Diego. At the dinner the city's mayor, Dick Murphy, cited the brilliant history of the San Diego CL53 and asked those who had served on it to stand. Nine men rose. And 1300 people came to their feet clapping and cheering. Dick says, "It was a magic moment... awesome...I was moved to tears." In honor of the U.S. San Diego crew's achievements, the city of San Diego has, through public donations, been creating a monument to the unbeatable ship that nobody ever heard of and its company. Great sums of money have gone toward this work. Dick and Ellie are looking forward to attending the U.S. San Diego CL53 Memorial Dedication planned for late October of this year.

Special note: Dick has a file of fascinating materials relative to his ship - its battle record, specs, and many achievements, including leading a formation of battle-proven veterans through the Golden Gate Bridge on September 13, 1945, the first capital ship to return to the West Coast after the Japanese surrender.

(P.S. I wish I had room to tell you of the overalls Ellie traded for a snazzy car... You might ask her about it.)

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.

LOST: Prescription sunglasses left at the Buchner hangar.

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, phone: 763-559-0179.

ψ Engine for Sale: Continental C-85-12; S/N 26205-6-12. Zero time since overhaul; test run-time only. Includes mags, carb, and cooling baffles. No starter or alternator. Located at Pine Mountain Lake Airport. \$3,000 OBO. Also available: prop spinners, prop extension and wooden prop. Priced to sell. Call Mike Gustafson at 209-962-6336 or 650-854-7412.

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

ψ Need hangar space to rent at Pine Mountain Lake Airport for my F33 Bonanza. Please call Keith Zenobia at 209-962-4014.

August 23, 2003

10 A.M. TO 2 P.M.

PINE MOUNTAIN LAKE AIRPORT

A PAUL PURIFOY / KYM CURRAN PRODUCTION

DELICIOUS FOOD AND DRINK

Buy a dog (hotdog) & save a cat
plus tri-tip sandwiches, traditional snow cones, popcorn,
soda, beer, wine & margarita snow cones

GRAND POO BAH: LARRY JOBE

Trophies to be Awarded

Best of Show and 1st Place in each class
Ribbons for 2nd and 3rd Place

Plus

Pony Rides & Plane Rides

Plus

50/50 Drawing



Proceeds will go to Kittytails, a non-profit feral cat rescue service, with many cool cats and cuddly kittens available for adoption. Kittytails has rescued hundreds of cats and kittens. Call Kym Curran at 209-962-1060 or visit www.kittytails.com.



2nd Annual Concours d'Elegance



PMLAA 2003 CALENDAR OF EVENTS AND CONTACT INFORMATION

Meetings are generally held on the first Saturday of the month 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 Blankenburg Museum | <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 | <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 Restoring the 1928 Boeing 40-C</i> |
| July 5 | No meeting but great fun on Pine Mountain Lake including the Boat Parade & a Fabulous Fireworks Display | F-100 Forward Air Controllers Over North Vietnam |
| August 9 | Combat Pilot, Captain Chuck Shaheen | <i>Survival in the "Hanoi Hilton"</i> |
| September 6 | US Navy Captain Ray Alcorn and Educator DeWayne Gipe at The Buchner Hangar | <i>Americanism – A Short Story</i> |
| October 4 | Aerobatics Champion Wayne Handley | <i>Finding Your Limits and Flying Safely</i> |
| October 4 & 5 | Wayne Handley | Aviation Safety Seminar + One-on-One Flight Sessions |
| 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> |
| March 6, 2004 | Brian Shul "Sled Driver" | <i>Piloting the SR-71 Blackbird and Other Lofty Adventures</i> |

PMLAA Board Meetings are held at 7:00 p.m. on the Tuesday following each General Meeting unless otherwise noted.
The next Board Meeting will be September 9, 2003 at the home of Conni and Alan Buchner.

BOARD OF DIRECTORS

| | | |
|---------------------------------|---------------|--------------|
| President | Keith Zenobia | 209-962-4014 |
| Vice President, Airport Affairs | Jerry Baker | 209-962-7916 |
| Vice President, Social Affairs | Pat Price | 209-962-7431 |
| Secretary | Pat Helling | 209-962-7597 |
| Treasurer | Tom Tingley | 209-962-0499 |

COMMITTEES

| | | |
|------------------------|------------------|--------------|
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| | Sean Brady | 209-962-0422 |
| | Buck Buchanan | 209-962-7262 |
| | Malcolm Milliron | 209-962-4508 |
| | Paul Sperry | 209-962-4178 |
| Membership | Jane Hansen | 209-962-6515 |
| Roster | Nance Deardorff | 209-962-0706 |
| Merchandise | Rich McGlashan | 209-962-7928 |
| Multimedia Guru #1 | Ken Codeglia | 209-962-6270 |
| Multimedia Guru #2 | Phil Hickerson | 209-962-6714 |
| Guest Speaker Programs | Keith Zenobia | 209-962-4014 |
| LEGAL COUNSEL | Renie Leakakos | 209-962-0499 |

NEWSLETTER

| | | |
|------------------------------|--------------------|--------------|
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Application / Renewal forms

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

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

AEROBATICS CHAMPION
WORLD-CLASS AIR SHOW PERFORMER
WAYNE HANDLEY



CONDUCTS HIS HIGHLY ACCLAIMED
GROUND SCHOOL SEMINAR
SATURDAY, OCTOBER 4, 2003, 9:30AM-12:30 PM

AND
HANDS ON FLIGHTS
STRAP IN FOR A 30-MINUTE WORKOUT
IN WAYNE'S AMAZING EXTRA 300L
SATURDAY AFTERNOON, OCTOBER 4
& SUNDAY ALL DAY, OCTOBER 5
AT PINE MOUNTAIN LAKE AIRPORT (Q68)

SHARPEN YOUR SKILLS IN STALL/SPIN RECOGNITION AND RECOVERY.
THIS IS NOT AN AEROBATIC THRILL RIDE PROGRAM.
IT IS A CONFIDENCE BUILDING, SAFE WAY TO TEST YOUR LIMITS.

WAYNE HANDLEY WILL ALSO BE THE GUEST SPEAKER AT
PMLAA'S OCTOBER 4TH DINNER MEETING



More info available in
The PMLAA News
(www.pmlaa.org)
October Issue
or contact
Keith Zenobia
at 209-962-4010
or keith@pmlaa.org

RESERVATIONS ACCEPTED ON A FIRST COME, FIRST SERVED BASIS.

Ground School Seminar on Saturday, 9:30 a.m. – 12:30 p.m., October 4, 2003
at The Buchner Hangar, 20885 Hemlock Street at Woodside Way, Pine Mountain Lake Airport, Groveland, California
\$25 per person

30-Minute Flight Sessions with Wayne Handley Saturday Afternoon and All Day Sunday, October 5th
\$200 per person (includes use of Extra 300L airplane and cost of fuel) while time-slots remain available

Make your check payable to and remit to PMLAA, Box 131, Groveland, CA 95321
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Contact Keith Zenobia (phone: 209-962-4010, e-mail: keith@pmlaa.org) for more details.

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