



Volume 18, Issue 12, December 2003, A Monthly Publication of the Pine Mountain Lake Aviation Association



Wilbur Wright

PMLAA CELEBRATES

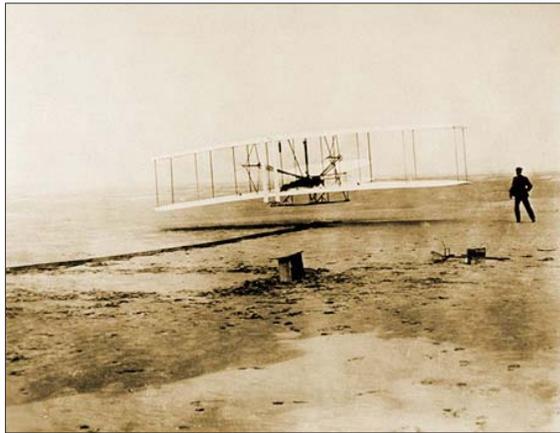
A Century of Flight

1903-2003



Orville Wright

“I am convinced that human flight is possible and practical.”
-Wilbur Wright, 1899



First Powered Flight by Orville Wright
120 feet in 12 seconds, December 17, 1903



Charles Lindbergh Flies the Ryan NYP “Spirit of St. Louis”
First Nonstop Solo Transatlantic Flight, May 21, 1927



NASA's North American X-15
354,200 Feet, 8/22/63 - Mach 6.7, 10/3/67



Voyager, Around the World Without Refueling
26,366 miles, 9 days, 3 min, 44 sec., December. 1986

PRESIDENT'S CORNER

Colonel Robert Ettinger presented a fascinating video and PowerPoint program on the incredible state-of-the-art surveillance capabilities of the Global Hawk at our October meeting. Thank you **Clay Lacy** for flying and housing Colonel Ettinger and his wife Martha.



About 50 pilots attended our November 1st seminar, **GPS Update and Use in the Mountains**, with FAA Program Safety Manager **Jim Henry**. Thanks again to **Guy Russell** for putting it together and to Airports Director and EAA Chapter 1337 VP **Jim Thomas** for his support.

Condensed Letter from FAA Safety Program Manager Jim Henry to Guy Russell, Jim Thomas and Keith Zenobia:

I was very impressed with your organization and the attendance of the seminar. I hope that your members will take an active role in the FAA's Wings program and begin applying for their Wings soon.

Next year, I intend to make some seminars available at Q68. Safety is a topic that all can appreciate.

Any suggestions for seminar topics are welcome.

A Terrific Offer from Larry Jobe and Alan Cordle:

Those pilots who attended the above mentioned seminar can apply that time to the ground school portion of the Wings Program. CFIs Larry Jobe and Alan Cordle have offered to provide the three hours of required flight time with you in your airplane at no cost. Don't hesitate to call them as they also benefit by applying that time to their CFI renewals.

Where Does the Money Go?

PMLAA receives income from annual dues payments, our monthly 50-50 drawings, no-host bars, T-shirt sales and donations. In June 2003, we also raised funds with a drawing for several rides in unique aircraft and watercraft donated by PMLAA members. We raised the annual dues from \$12 to \$20 per household last January. PMLAA's daily bank balance has averaged \$3,500 since January 2002.

Our goal has been to make PMLAA the most self-sufficient and professional organization it can be. To that end, we have purchased several items over the past two years. PMLAA Treasurer Tom Tingley will be happy to provide more details upon request, but here is a summary: PMLAA has purchased 120 T-shirts for resale; 45 polyethylene, lifetime-warranty banquet tables; material for 45 aviation-theme tablecloths; a 3-burner coffee-maker; a 9x12 foot projection screen (second-hand); a wireless slide changer; a public address system comprised of wired and wireless microphones, 4 high quality speakers and a power amplifier; a DVD player; and, a state-of-the-art Hewlett Packard 5500hdn laser printer.

Ongoing expenses include \$25 monthly to Earthlink (our website host), fees for used oil disposal, The PMLAA Annual Mark Kelly Science and Technology Award for Tenaya High School students as well as annual donations to groups like GAINS (Groveland Area Involved Neighbors) for community improvement projects. Expendables include napkins, paper plates and cups, coffee, tea, nametags etc. PMLAA's largest ongoing expense has been producing and mailing *The PMLAA News*, accompanying application/renewal forms and the annual roster. Associated supplies are toner, laser paper,

envelopes, mailing labels and stamps. Expenses relative to our guest speakers have been minimal.

In addition to ensuring that we have our own resources for years to come, my goals for PMLAA have been to publish the highest quality newsletter possible, schedule renowned guest speakers for our monthly meetings, and, foster the growth and good will of our superb organization to support general aviation in our community and beyond.

By increasing our membership, now at 532 members in 307 households, we gain more wide-range support for our airport and general aviation. 90% of our member households include pilots or people with aviation backgrounds. However, some of our most enthusiastic volunteers are not aviators.

We have enjoyed some great aviation adventures like our weekend seminar with aerobatics champion Wayne Handley, our fly-out / drive-out to Castle Air Museum and the FAA's GPS seminar. Additionally, we have supported EAA's Wild Blue Wonders and Young Eagle's field trips to Q68, plus our local EAA Chapter's Pancake Breakfasts at Columbia Airport. *The PMLAA News* encouraged and reported upon attendance of annual fly-ins including Columbia, Calaveras, Watsonville, Merced and, of course, Oshkosh.

Members were kept informed and updated on the brutal closure of Chicago's Meig's Field and were given avenues in which to participate in its defense. Many PMLAA members supported the effort with letters and donations.

As with last month's issue and this one, *The PMLAA News* will, each month, publish interviews with and articles by Tuolumne County Airports Director Jim Thomas.

This December 17th, some of our members will celebrate the first century of aviation at the very site where the historic first manned, powered, sustained flights were made by Orville and Wilbur Wright one hundred years ago. Well over 150,000 tickets have been sold for the First Flight Centennial Celebration, December 12-17, 2003 at Wright Brothers National Memorial in Kill Devil Hills, NC.

This is my last issue of *The PMLAA News* and my last month as president of the Pine Mountain Lake Aviation Association. It has been a privilege to serve PMLAA for the past two years.

A most capable Jerry Baker will assume the job for 2004. He will also oversee publication of *The PMLAA News* and our website, www.pmlaa.org, beginning with the next issue. At Jerry's request, I will continue to provide PMLAA's guest speakers and their biographical write-ups for the time being.

Jerry has a terrific team. Airport Affairs VP and CFI Mike Gustafson will continue to write his insightful *Safety Corner* articles for *The PMLAA News*. Social Affairs VP Conni Buchner, who shares her and her husband Alan's beautiful hangar for most of our meetings, has many creative ideas for 2004. Treasurer Barbara Coldren has selflessly served PMLAA for several years. Patricia Helling has done a superb job as Secretary in 2003 and will continue through next year.

Please contact Jerry Baker if you would like to become more involved in PMLAA activities. He welcomes all volunteers.

I am ever so grateful to our outgoing Board of Officers, committee members and numerous PMLAA volunteers, supporters, contributors and guest speakers who helped make the last two years so personally rewarding and with whom I am proud to be associated.

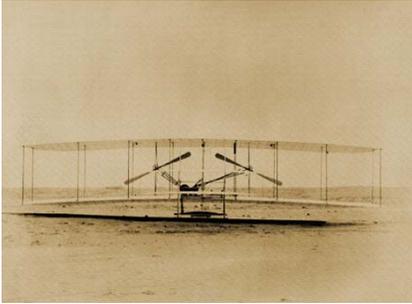
Happy Fly-days,

ψ Keith Zenobia

MILESTONES IN AVIATION

By Keith Zenobia

December 17, 1903



Wilbur and Orville Wright of Dayton, Ohio, flying their "Wright Flyer" at Kill Devil Hills (near Kitty Hawk, North Carolina), achieve the first powered, heavier-than-air, controlled and sustained flight with a pilot on board. The "Wright Flyer," with Orville at the controls, took off from a launching rail and flew a distance of 120 feet in 12 seconds. Three more flights took place that day, with the brothers alternating piloting chores. The longest flight of the day lasted 59 seconds and covered 852 feet.

May 21, 1927



Charles A. Lindbergh, flying the "Spirit of St. Louis," becomes the first aviator to make a solo, non-stop, transatlantic flight. Lindbergh took off from Long Island's Roosevelt Field, New York on May 20 and landed at Le Bourget Field in Paris 33 hours and 30 minutes later. He covered a distance of 3,610 miles. Lindbergh collected a \$25,000 purse that had been offered by New York hotel owner Raymond Orteig.

November 1929



Lt. Commander Richard Byrd, along with pilot Bernt Balchen, radio operator Harold June and photographer Ashley McKinley, makes the first flight over the South Pole. Byrd and company flew in a tri-motored monoplane called the "Floyd Bennett," named for Byrd's co-pilot on his North Pole flight of 1926. Bennett had died the previous year.

May 20-21, 1932



Amelia Earhart becomes the first woman to fly solo across the Atlantic Ocean, 2,026 miles. She began her flight at Harbor Grace in Newfoundland and ended it 14 hours and 56 minutes later in London Derry. Earhart also crossed the Atlantic with two companions in 1928.

October 14, 1947



Air Force Major Charles E. "Chuck" Yeager, flying the **Bell X-1** became the first pilot to fly faster than the speed of sound. The "Glamorous Glennis," named after Yeager's wife, reached a speed of 967 miles per hour, Mach 1.06, at

an altitude of 70,140 feet. That was the fastest velocity and highest altitude reached by a manned aircraft up to that time.

July 20, 1969



Apollo 11 astronauts Neil Armstrong and Buzz Aldrin became the first men to walk on the moon.

July 28, 1976

Lockheed SR-71A "Blackbird"



Beale Air Force Base

Altitude Record: 85,069 feet
Speed Records: 2193.16 mph over a straight course and 2092.29 mph over a closed circuit.

August 23, 1977



First Human-Powered Flight

California aeronautical engineer Paul MacCready creates the world's first human-powered aircraft weighing only 70 pounds with a 96-foot wingspan. Cyclist Bryan Allen powered the Albatross over the English Channel from England to France in 2 hours and 50 minutes. ➤

April 12, 1981



Space Shuttle Columbia is the first shuttle to orbit the Earth.

The shuttle begins as a supersonic rocket, changes into an orbiting satellite and lands as a glider.

At launch, it accelerates to Mach 25 (roughly 25,000 feet per second or 17,045 miles per hour) in 8.5 minutes. To land, it descends into the atmosphere at Mach 25, progressively slowing as it meets resistance with the thicker layers of the atmosphere. Outer skin temperatures reach 2,500 degrees Fahrenheit.

Astronauts assume manual control at 50,000 feet elevation and land at 360 mph.

1985
Fastest Flight Around the World
36 hr., 8 min., 34 sec. by the Gulfstream IV, from Houston, TX



through Lake Charles, Ireland, Hong Kong, Taiwan, Honolulu and Miami.

June 12, 1994
First flight of a computer-designed commercial aircraft:
Boeing 777-200



August 13-14, 2001
The First solar-powered flight to shatter altitude records.
NASA's solar-powered propeller-driven plane *Helios* reached an altitude of 96,500 ft during a flight over Hawaii, breaking not only the



80,200-foot record for propeller-driven aircraft, but also the 85,068-foot mark for all non-rocket aircraft.

June 19-July 3, 2002
First, solo nonstop round-the-world balloon flight.

Steve Fossett flew from Northam, West Australia, to Lake Yamma, Queensland, Australia, landing after 14 days, 19 hrs. He broke three balloon records along the way: fastest time around the world (13 days, 3 min), longest distance flown solo (20,483.25) and longest time flown solo (355 hrs, 50 min).



Longest Wingspan
Spruce Goose...
and Boeing airplanes on display at Oregon museum

The 40 million dollar Hughes H.4 Hercules flying boat had a wingspan of 319 ft, 19 in and was 218 ft, 8 in long. It was flown only once in 1947 by Howard Hughes for a test-run of 3,000 feet. The Evergreen Aviation Museum in McMinnville, Oregon is its home.

Largest Airliner: Boeing 747



First flight: February 9, 1969. Max capacity: 660 passengers or more. The latest model is the 747-400.

Fastest Airliner: Supersonic Concorde.

First flown in 1969 and retired in October of this year, it cruised at Mach 2.2 (1,450 mph). In service with Air France and British Airways, the fastest New York-London trip was 2 hrs, 55 min, 15 sec in April 1990.

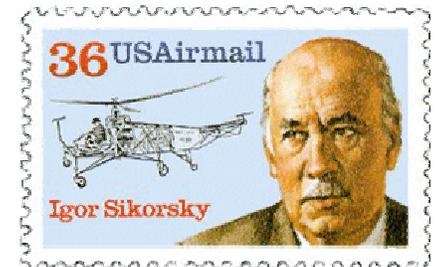


The F117 Nighthawk or Stealth fighter is the first machine to fully utilize stealth technology.



The design minimizes both radar and infrared signatures by using a combination of special materials, angles and shielded jet intakes and outlets. Its black exterior helps to hide it at night. The first flight was made in 1981. 54 aircraft were built for the USAF.

The Sikorsky R-4 was the first production helicopter in the world and proved itself in World War II.



"The work of the individual still remains the spark that moves mankind ahead"

Igor I. Sikorsky 1889 - 1972

THE NEXT CENTURY OF FLIGHT



SAFETY CORNER

Are You Ready for Winter Flying?

-- Mike Gustafson, CFII

As I write this, the first winter storms are upon us with a vengeance. In just 4 days, we went from shorts, T-shirts and 80-degree weather to long pants, coats and temps in the 50's, which is winter as far as this Arizona boy is concerned.

The good news is that with cold dense air our airframes and engines perform much better. No more low, flat departures that cause squirrels to file a near miss report. The wings generate more lift and the engines have increased volumetric efficiency. The bad news is not all pilots and airplanes are ready for winter flying.

If you are IFR rated, make sure you are really current to launch into the gray stuff. Sit yourself down and really look at your personal minimums. When was the last time you flew an approach down to 200 feet and ¼ mile visibility? I suggest that most of us would have to turn back quite a few pages in the log to answer that question. So, how about setting some higher minimums until you have flown a few hours under the hood or in actual conditions? There is such a thing as "light" IFR. Until you are more current, make your personal minimums enroute ceilings of 1500 feet, visibility of 3 miles and that any approach breaks out in basic VFR conditions.

The airplane will require some currency efforts as well. The first consideration is what type of oil is in the crankcase? If it is not multi-viscosity oil, you might consider an oil and filter change to something like a 15W50 oil that will still be somewhat liquid on those 30-degree mornings. Remember, most all engine wear occurs in the first 15 minutes of engine start prior to the oil coming up to operating temperature. Cold morning starts with lumpy oil only hastens your meeting with the engine overhaul shop.

As the temperatures at altitude drop, your engine oil temperature could also decrease. Some installations have a veritherm valve that diverts oil around the oil cooler to bring the oil temperature up to proper operating temperatures. Oil manufacturers indicate that the oil temperature needs to be above 180 degrees for about 30 minutes to boil out all of the corrosive gunk in the oil. Low oil temperatures are not a good thing in this situation. If you determine that the oil temps are below 180 degrees in flight, then consider adding a blanking plate over a portion of the oil cooler air inlet. Consult your engine/airframe manual or friendly A&P for the right way to do this.

How about the heater? Probably the last time the heater muff was leak-checked was at the last annual, oh maybe 10 months ago. It is tough to breathe carbon monoxide and still be able to know up from down. If you can't get your muffler heat muff leak tested, at least get a new carbon monoxide detector for the cabin. I picked up one of those new slick battery-operated detectors that has an alarm, which sounds just like your smoke detector at home and has a read-out of how many PPM of the bad stuff you are breathing. They are a bit pricey but work great.

Is it summer yet? Fly safe!

Publisher's Note: That's Bob Siegfried in the above photo, flying his immaculate 1965 S35 Bonanza over the Sierras just north of Pine Mountain Lake in February 2003 as viewed from brother Rand's majestic Beech 18.



PINE MOUNTAIN LAKE AIRPORT MASTER PLAN

By Jim Thomas, Airports Director

The Airports Department is currently putting together a contract with our new Airport Engineering Consultant, Stantec Consulting. This contract is for a term of 5 years. One of the first projects Stantec will be working on is the development of a



Pine Mountain Lake Airport Master Plan. Columbia Airport already has a Master Plan, which was completed in 1997.

The PML Airport Master Plan will look at the role the airport plays in the local community; analyze options for airport improvements; investigate land use compatibility issues; and recommend methods for future airport improvement. One aspect of the Master Plan process will be the formation of a Planning Advisory Committee (PAC) that consists, in part, of airport users, tenants and community representatives. The PAC will have the responsibility of reviewing the working papers of the plan and providing review comments that will be incorporated into the final Master Plan.

Another aspect of the Master Plan process is holding public workshops where individuals, interest groups, and businesses can provide input on Master Plan issues and concerns. I expect there will be 3 public workshops, all of which should be held in the PML/Groveland area.

It is important to obtain quality input from the pilots and airport community in order for the PML Airport Master Plan to be a useful and effective document. As the planning process proceeds, I will be looking for people to be a part of the PAC and also encouraging everyone to participate in the public workshops. Your level of concern about the future of the PML Airport should equal your involvement in the planning process.

CONCORDE

FINAL FLIGHT OF THE FIRST SUPERSONIC AIRLINER



WINTER BIRDS



Towhees flock beneath my oaks
Scratching leaves, searching
Whatever hides in rain-damp ground
While bluejays watch, perching,
Eyeing acorns, winter food
They store in shingled caches.
And coveys of quails hide themselves
Or scurry in frantic dashes.
Bluebirds dart and swoop in quest
Of elderberry riches,
Acorn woodpeckers tell ribald tales,
Putting each other in stitches.
From far away I hear the owl
Predicting snow's early fall -
His final word till spring returns
And he resumes his haunting call.

Mary E. Kelly

Belly laughs were the order of the evening for **Kittytails' 2003 Halloween Ball and Pussycat Review Fundraiser at the Blankenburg Museum.** It was a zany, tongue-in-cheek extravaganza. 200 people (most in costume) enjoyed a delectable meal and hilarious show, brilliantly emceed by our own **Jim Soderburg**, a la Milton Berle and Jack Benny. Numerous volunteers came together for this fabulous event, which raised awareness and funds for **Kym Curran's** feral cat rescue foundation.



The Wright Stuff The Wright Stuff

WILBUR AND ORVILLE WRIGHT

Wilbur Wright was born April 16, 1867, on a farm near New Castle, Indiana. Orville was born in Dayton, Ohio, Aug. 19, 1871. Their father, Bishop Milton Wright of the United Brethren Church, settled permanently in Dayton about 1884, his duties having previously taken the family to Iowa and Indiana. Neither Wilbur nor Orville received a high school diploma; and, their formal schooling was interrupted by their interest in practical affairs, first a printing business and later, beginning in 1892, their bicycle shop. They began by selling bicycles but soon added a repair shop, and in 1895, they began to manufacture bicycles.

In their spare time, they read technical articles and books. Sparked by the glider flights of Otto Lilienthal as well as works by Octave Chanute and Samuel P. Langley, their interest in aeronautics gradually increased. Wilbur and Orville's first glider experiments were conducted at Kitty Hawk, N.C., in 1900 and they tested their second glider there in 1901. Some of the Wright Brothers' work was observed and constructively criticized by Octave Chanute and, at his invitation, Wilbur reported upon their experiments before the Western Society of Engineers. This public review of their work led the brothers to verify their ideas by the use of a wind tunnel, which they built themselves. By the end of 1901, they had tested more than 200 wing types and had compiled tables of data upon which they felt they could rely. Their glider of 1902 had almost twice the efficiency of their previous ones. When they returned to Kitty Hawk that year, they made more than 1,000 flights. By the end of 1902, they were ready to begin building a powered machine. With the aid of their mechanic, Charles Taylor, they designed and built an engine with the required lightness and power--12 hp at 1200 rpm, weighing 170 pounds. They also designed propellers.

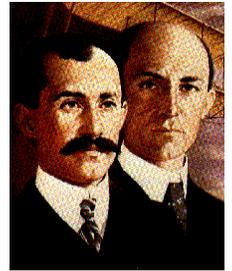
The brothers returned to Kitty Hawk in November 1903 and completed the airplane there. After overcoming a number of difficulties, they made the first man-carrying powered flights in history on December 17, 1903. The first flight, with Orville as pilot, covered about 120 feet and lasted 12 seconds. Wilbur, on the fourth and longest flight of the day, flew 852 feet in 59 seconds.

Back in Ohio, The Wrights conducted further experiments near Dayton at Huffman Prairie. They attracted little attention. By the end 1904, they could keep the machine up for five minutes and fly complete circles. The brothers made more than two hundred flights in 1904 and 1905. A patent was granted for the plane on May 22, 1906, but it was not until 1908 that they began to receive credit and attention for their invention. In that year, Wilbur, flying in France, carried passengers on numerous flights and established distance and altitude records. Orville, flying at Fort Myer, VA, was having equal success in the official Army trials until the failure of a propeller caused an accident that proved fatal to his passenger, Lieut. Thomas E. Selfridge, and severely injured Orville. He soon recovered and joined Wilbur in France.

After additional successful flights in France, Italy, and England, the brothers returned to the United States. In June 1909, a two-day celebration was held honoring the brothers in Dayton. The Wright plane passed all tests at Fort Myer successfully and was accepted by the Army on August 2. Later that year, Orville made a number of flights in Germany and Wilbur flew at the Hudson Fulton celebration in New York. An American company was formed in November 1909 to manufacture Wright planes and the brothers found themselves immersed in business affairs, manufacturing and selling planes, arranging flying exhibitions, training pilots, and engaging in patent suits against Glenn Curtiss and others.

The courts decided the suits in favor of the Wrights; however, worn out by the long patent struggle, Wilbur died of typhoid fever in Dayton, May 30, 1912 (age 45), at the height of his career. He had made his last flights in May 1910. Orville continued flying actively until 1915, when he sold his interest in the Wright Company. His last flight was made in 1918.

Though he served on the National Advisory Committee for Aeronautics and maintained an office in Dayton, Orville lived quietly there for the rest of his life. He died January 30, 1948, at age 76.



PMLAA CHARTER MEMBERS JACK SLOCOMBE AND JEANNIE TASKER

BY MARY E. KELLY

Though still fairly young, (compared to this writer) Jack Slocombe and Jeannie Tasker have it all together. PML residents since 1981, they are charter members of the Pine Mountain Lake Aviation Association and movers and shakers in all they do. And they have tales to tell that rival the best writer's efforts.

From 1961 to 1967 Jack served in the Air Force as a navigator, rising to the rank of captain. Part of that time was crewing the C133B Cargomaster out of Dover AFB, Delaware, with the 1st Air Transport Squadron. Later he crewed on a Grumman HU16B Albatross out of Danang with the 31st Air Rescue Squadron, participating in eight rescues in the Gulf of Tonkin, North Vietnam. When SAC's ill-fated first B-52 attack was made on a real target in 1965 and two B-52's had a mid-air, he assisted in the rescue of four crewmembers and retrieval one body. His own aircraft sustained damage in the heavy seas and though an effort was made to tow it to safety, it shipped too much water (yet refused to sink, as a bubble of air kept it marginally afloat), and later, it had to be blasted to the bottom of the ocean. Jack completed his Air Force career as an Air Rescue navigator instructor at Eglin AFB, Florida. In the process, he garnered 3,000 hours flight hours.

As a civilian, he began flight instruction in sailplanes at Sky Sailing in Fremont and soloed, but never finished getting licensed. However, by 1974, he had his private pilot's license and bought a 1946 Cessna 140, then got involved with the Santa Rosa, CA EAA chapter. At the Reno air races, he crewed Lloyd Hamilton's Hawker Sea Fury.

Along about 1975, Jack's next foray into civilian aviation involved a partnership in Air Marin, a Piper dealership at Gness field. And that's where he met his Jeannie in 1978. She had begun flying lessons, was ready to buy her own airplane and had definite ideas on what it was to look like. Jack managed to meet her specifications and sold her a new Piper Warrior (in the required colors of red, white and blue) in which she accomplished her first solo. Later she traded it in on a 1979 T-tail Piper Turbo-Arrow IV, also RWB. Jeannie did a lot of cross-country flying in that T-tail and loved every minute of it. On a flight from Florida, where she picked up the aircraft at the factory, to California, she was supposed to be practicing for her instrument rating but balked at staying under the hood as the views below were too great to miss.

Jeannie and Jack saw a lot of each other, things got serious, and, before long Jack had made another sale: himself.

During the 1980 recession, Air Marin was sold and Jack began brokering aircraft sales on his own. About this time, he and Jeannie discovered PML and moved to the mountains. They lived in a rental while their house on Cresthaven was built; and, they were married in their new home. Jeannie's media/marketing job at Hitachi Data

Systems kept her commuting to Silicon Valley, not an onerous task in their newly purchased 1980 Piper Saratoga. Jack got into vehicle design work with VMCI, designing bookmobiles, mobile classrooms and mobile command vehicles. Jack did the cooking and after Jeannie decided to quit the commuter routine, they opened the "Frugal Golfer" golf shop. (But Jack still does the cooking.)

Then the Slocombe-Tasker team became active movers-and-shakers in the Pine Mountain Lake Aviation Association. What had been a loosely grouped gang of pilots soon became an organized association. John Wilbur was the first president; then, Frank Miller took over and Jeannie worked closely with him. Jeannie saw the need for a formal structure that would help to delineate the purpose of the association: should it be political or social, should there be dues, what sorts of projects might the group undertake? Jeannie

became the third president and was instrumental in organizing the "airport days" activity for elementary students and local community. She made it a point to familiarize herself with all aircraft on the ramp and in hangars so that from her announcement post on a big trailer she could talk about them as they took off in a mini-air show. "Airport Days" saw a successful three-year run, thanks to the participation of the pilots and Jack's and Jeannie's combined energies.

The Thanksmas Party was another Slocombe-Tasker project. For 16 years, Jack acted as emcee. Few people know that the event was patterned on Jeannie's family tradition. For that far-flung bunch, getting together for both Thanksgiving and Christmas was not practical, so they combined the two festivals for dining and the "Yankee Swap." The only hard rule about the gathering was that it was not to be, by any description, a "meeting." It was a party. Other activities Jack and Jeannie introduced included fly-out "treasure hunts" and "poker flights." Through their contacts in the Bay Area they found speakers for the monthly meetings.

So, what are these two doers up to now? Staying busy, of course. They're doing a bit of home maintenance and Jack is building a boat. Jeannie has for four years been a United Airlines flight attendant (a job she enjoys) and is now on furlough. Thanks to her flight privileges, she and Jack have been doing a lot of traveling. In an eight-month period, they will have managed to take four cruises: through the Panama Canal, to Alaska, to the Baltic Sea and Russia, and (coming up) a Caribbean Cruise. They plan to buy, some day, a Grand Banks "42" (a trawler yacht) and tour the "Great Loop" of the East Coast, a two-year adventure.

It's hard to do justice to the 2.5 hours spent with Jack and Jeannie. The time flew as we talked, and only a few of their mind-boggling and entertaining stories are related in this article. I thank them both for a great afternoon and for all they've done to help make PMLAA the fine organization it has become.



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.

REMINDER: Please take your dishes and utensils home from the Buchner hangar following our potlucks.

FOR SALE

ψ Immaculate, award winning 1936 Luscombe Phantom.



This beauty (pictured above) is the only Phantom flying today. Only twenty-two of these magnificent aircraft were ever built. Visit www.WingsWheelsWatercraft.com for more photos and details. Call Kent Blankenburg at 209-962-4499.

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

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

ψ Lodging for PML-Bay Area Commuters: Ken and Harriet's sons have graduated from college and moved out of the house. They've repainted and refurnished a bedroom with the idea of renting it to someone who works in the Bay Area but lives at Pine Mountain Lake. If you commute to the Bay Area for a few days each week and would like a room with a new bed and private bath, call Ken Codeglia at 408-447-4080.

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: 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.



Dues for 2004 are due by December 31st. 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 per household**. That's just \$1.67 per month. Please also send, with your payment, the Membership Application / Renewal / Update form that accompanied this issue, only if you have information changes, corrections or comments. If your information hasn't changed, just write "Dues Payment" on your check. A roster will be mailed to all paid-up members with the April *PMLAA News*. Thank you. We appreciate your support.

PML AIRPORT OIL RECLAMATION CENTER

If you've wondered what that small building is on the east side of the tie-down area, then wonder no longer – it's our very own oil dump. A few years back, a group of PMLAA'ers built the building and tanks for the purpose of properly disposing used oil. Not just airplane motor oil but any oil: car, truck, home cooking, etc. We run an amazing 2000 gallons through the oil dump each year.

There are just a few limitations: no antifreeze allowed and no rags or oil filters may be dumped into the tanks. Recently, Dick Collier and Rich McGlashan fashioned wire covers to stop anything but liquid from entering the tanks. The building is locked and the combination is 2930. Feel free to use it as needed.

ψ Mike Gustafson

On Wednesday, November 12th, our very good friends **Bill & Pat Thomas and Michael & Paula Sandling** lost their shared Pine Mountain Lake Airport home to a catastrophic fire. Our hearts go out to them. Bill and Pat can be reached in Camarillo at 805-482-8140.

Bill, Pat, Michael and Paula wish to convey their heartfelt gratitude to the many PML friends who have rallied to their aid.



before the fire, Tuesday, November 11th.

We also send our condolences to Michael and Paula Sandling on the passing of Michael's father the day



PMLAA 2003-4 CALENDAR OF EVENTS AND CONTACT INFORMATION

General Meetings are usually held on the first Saturday of the month beginning at 6 p.m. at The Buchner Hangar (20885 Hemlock Street at the Southeast Corner of Woodside Way, Unit 12 / Lot 4) or other location as 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	<i>Americanism – A Short Story</i>
October 4	Aerobatics Champion Wayne Handley	<i>Finding Your Limits and Flying Safely</i>
October 4 & 5	Aviation Master Wayne Handley	Aviation Safety Seminar + One-on-One Flights
November 1	FAA Safety Program Manager Jim Henry	Free Seminar: <i>GPS Update and Use in the Mountains</i>
November 1	Bob Ettinger, Edwards Air Force Base	<i>The Global Hawk, State-of-the-Art Surveillance</i>
December 6	Thanksmas Party at the Buchner Hangar	Too Much Fun
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 Adventures</i>
April 3, 2004	Commander Bill Thomas	Adventures as a Navy Carrier Pilot & Weapons Testing Specialist

PMLAA Board Meetings are held at 7:00 p.m. on the Monday following each General Meeting unless otherwise noted.
The next Board Meeting will be December 8, 2003 at the home of the Bakers.

BOARD OF OFFICERS

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

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Multimedia Guru #2	Phil Hickerson	209-962-6714
Guest Speaker Programs	Keith Zenobia	209-962-4014
LEGAL COUNSEL	Renie Leakakos	209-962-0499

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The PMLAA News is available in html and pdf format at www.PMLAA.org

Application / Renewal forms

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

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



**PMLAA
Celebrates**

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Catered Dinner & Yankee Swap

6:00 p.m., Saturday
December 6, 2003

at the
Buchner Hangar
Pine Mountain Lake Airport, at
Hemlock and Woodside

Catered Buffet Dinner by
PML Country Club

MENU

Appetizers:
Vegetable Egg Rolls
Meatballs in Mushroom Sauce
Mixed Green Salad with
Raspberry Vinaigrette or Ranch
Dinner Rolls and Butter
Pork Roast
in Cream Cognac Sauce
Chicken Piccata
Roasted Red Potatoes
Fresh Seasonal Vegetable
Carrot Cake, Chocolate Cake
and Fresh Fruit
Regular and Decaffeinated
Coffee and Tea

No Host Beer and Wine Bar



Plus a Visit From Santa

Bring a wrapped gift
valued at \$20 or less
for the Yankee Swap.
One gift per person or
per couple – your choice.



Make your check,
for \$25 per person
payable to and remit to

Reservations Accepted on a
First Come, First Served Basis

Kent & Sandy Blankenburgs' IT'S A WRAP

7th Annual Toy Drive for Needy Children

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

6:00 p.m. Saturday
December 13, 2003

at the
Blankenburg Museum
20810 Elderberry Way, Groveland

Catered Buffet Dinner
by Nanna's of Sonora

Menu

Tossed Green Salad with Blue Cheese Vinaigrette
Tri-tip with Sautéed Mushrooms
Southern Fried Boneless Chicken Breast
Roasted Red Potatoes
Mixed Mexican Vegetables
Surprise Dessert
Regular and Decaffeinated Coffee and Tea

No Host Beer and Wine Bar



Plus a Visit From Santa

If you are unable to attend,
but would like to drop off toys,
please call Kent or Sandy at 209-962-4499.

Make your check, for \$25 per person,
payable to and remit to
The Blankenburgs,
PO Box 203, Groveland, CA 95321

Reservations Accepted on a
First Come, First Served Basis