

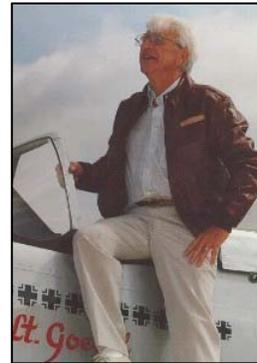
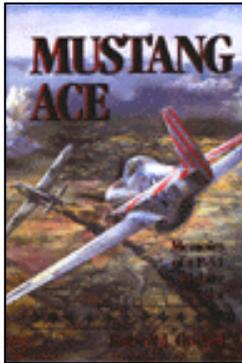


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A Monthly Publication of the Pine Mountain Lake Aviation Association

ROBERT GOEBEL, LT. COL. USAF (RET) MUSTANG ACE

About our speaker for February 7, 2004

Robert Goebel, the youngest of seven children, was born in and grew up in Racine, Wisconsin. He entered the U.S. Army Air Corps as an aviation cadet at age 19 in 1942.



Although he led his squadron of sixteen aircraft into combat seven times and twice led the entire group of three squadrons, he was still only 21 years old when he completed his tour and returned to the States.

After winning his wings in May 1943, his first assignment was to fly P-39's and P-40's in Panama in defense of the Panama Canal. After returning to the continental United States, he was immediately sent to North Africa, where he was trained in the Spitfire in preparation for joining the 31st Fighter Group, one of two American Spitfire groups operating in the Mediterranean Theatre. However, upon joining the 31st in Italy, he learned that the group was destined to be re-equipped with the P-51 Mustang and was to be transferred to the recently formed 15th Air Force. The role of the 31st group when equipped with the Spitfire had been the patrol of the front lines and the Anzio Beachhead. The transfer to the 15th Air Force meant that the mission of the Group was now to provide fighter escort for the B-17's and B-24's on their long-range bombing missions, which lasted nearly five years.

Lieutenant Goebel subsequently flew 61 long-range missions from San Savero, Italy in support of the bomber offensive of Southern Europe, including a shuttle run to Russia, and 15 trips to the Ploesti Rumanian Oil Fields. In the course of his combat tour, he destroyed 11 enemy fighters in the air and rose from 2nd Lieutenant to Captain. His best scoring day was on August 16, 1944 when he shot down three Me-109's over Ploesti.

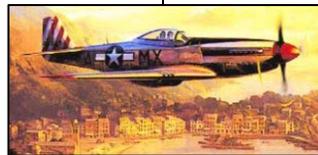
Colonel Goebel's decorations include the Silver Star, the Distinguished Flying Cross with 1 oak leaf cluster, the Air Medal with 17 oak leaf clusters and the Presidential Unit Citation with 1 oak leaf cluster.

He left the Army Air Force in 1946, attended the University of Wisconsin and earned a degree in Physics. After flying with the Air National Guard at Milwaukee for two years, he returned to active duty in 1950. His assignments included tours in the Atomic Energy and Space Programs and ended with his retirement as a Lieutenant Colonel in 1966.

In 1991, he published a memoir of his early flying and combat experiences in a book entitled Mustang Ace.

Robert Goebel and his wife of 60 years have 9 children, 26 grandchildren and 11 great grandchildren and live in Torrance, California.

The Pine Mountain Lake Aviation Association is privileged to welcome Colonel Robert Goebel on Saturday, February 1st, 2004 at the Buchner Hangar. Colonel Goebel will be available to autograph copies of his book, Mustang Ace. Please find more details on the last page of this newsletter.



ψ Keith Zenobia

President's Corner

Newsletter time again, how time flies when you are having fun.

Speaking of flying (or not flying) I am learning first hand about the joys of airplane ownership. I have sent my airplane off to IFR school. Some very clever avionics sales person has convinced me that if I invest enough money in my airplane that it will learn how to fly IFR and I can go along for the ride.

"Pretty complicated job" he says, "but you came to the right place we here at avionic R Us can get it done in four weeks, for ½ of a b-zillion dollars."

Well it is winter time so maybe now is the good time to get it done. I rationalize. By the way this guy is right next door to the guy who sucked me into a complete new interior a few months ago. So head first I dive into the black abyss. Since that time, a mere seven weeks ago the technician and I have become very close. I am pretty sure that he can now be legally deducted as a dependant at tax time. Every few days I get "the call". It goes something like this:

"Turns out the interface protocol to the conversion unit from the left-handed servo won't synchronize with the fuzzy logic output of the gyro amplifier of the HSI disabling the roll steering command to the auto pilot," he reports.

I have spent most of my life managing technical people so I know just how to respond.

"Hmm" I reply knowingly, "So what do we do now?"

"Well S-Tec make a universal phase lock loop conversion adapter, its only 300 bucks", he offers

"O.K. " I concede

"But your HSI wont connect to the adapter you need to upgrade to a super 980 model, that's another \$1200"

"Wow that's a lot of money is there another choice?"

"Nope"

"(sigh) O.K. anything else?"

" No, that's it for now OK I'll talk to you tomorrow. "

In the last two weeks the surprises have settled down to a few hundred dollars per week. I have now invested the equivalent of the gross national product of Peru in my airplane but what the heck it will be really cool when I get it back. Meanwhile, the word must have got out about my negotiating skills. I keep getting calls from people with bridges to sell.

Rand has written an article detailing some of his thoughts on our community efforts. We have an opportunity to really enhance our image in the community and make a difference for general aviations future. Please let him know what you think and how you would like to help.

Guy Russell is looking for input on what kinds of seminars we should be putting on this year. These seminars will require significant effort to put on so lets make sure the subject matter is what you find most important.

We are trying something new with the distribution of the newsletter. By mailing it without the envelope we save on both postage and envelopes. If this works OK for everybody we can save \$90 per month. Let us know how it works.

Conni's Comments

This month we are starting a new format with the potluck/social part of the program. There will be times when we will change from the usual "Potluck" to something different such as a BBQ, appetizers, deserts only or catered so be sure to read the news each moth to see what is happening and what time it is going to happen. This months meeting is going to be at **5:30** instead of 6:00 p.m. and it will be **appetizers and deserts**. We are honoring Presidents day and Valentines day.

I want to mention our Aviation Cruise to the Bahamas that was hosted in part by Stoney Mayock. It was a lot of fun and lots of aviation stories were told. Stoney also did a presentation on the Pensacola Foundation. The cruise was fabulous. The weather was great most of the time. (Our group came in third in a trivia game played on board), and the ship "Costa Mediterrania" was absolutely lovely, service was great and the food was out of this world. Those who attended from the PML Association were Rich and Deanna Nurge, Dick and Judy Collier, Tom and Joanne Martin, Richard and Evelyn White from Fresno and Alan and myself. Another couple that you might know that was with us was Frank and Ruth Resich from the Paso Robles area.

After the ship docked back in Ft. Lauderdale, The Resich's and Alan and myself headed to Lakeland Florida to spend some time at **Kermit Weeks Fantasy of Flight** with Bob Lock and his family. We had the time of our lives for the next four days. Bob Lock and his family who have relocated from Reedley after retiring from teaching aviation at Reedley College have an open cockpit 1929 New Standard they built and are based at Fantasy of Flight giving rides in the New Standard. Fantasy of Flight is absolutely the best aviation museum I have had the fortune to visit. There are way too many different types of airplanes to mention, ask Alan about them, he saw them all.

I especially liked the "Look into the Past" program. You start your journey back in time when you walk into a fuselage of a D.C. 6 from there you go around a corner and you are in the trenches of World War I with a WW1 airplane on its nose and soldiers in their dugouts. For five minutes, you are immersed in the sounds and sights of the war, Airplanes fly overhead and you are surrounded by the sounds. From there you follow the path and see a real B-17 on the Ramp ready to go. As you enter an authentic Ready Room, the silhouette of an officer on a screen is telling you the mission of the day. Having received your briefing, you go out the door into the back of a B-17. The bombay doors are opening and closing and you see the lights of the city and clouds going by underneath you. After successfully completing your mission you disembark to find a mechanic working up inside a wing. His legs are hanging out, he is moving and whistling with sounds of a ratchet wrench drill being used. From there you go into one of the hangars of Kermit Weeks museum of Flight.

I strongly urge anyone who is going to Sun and Fun to drive the extra 5-10 miles to visit the Fantasy of Flight. It was a really great time.

Check out their website at www.fantasyofflight.com

Meet New PMLAA Members

- Virginia Richmond



Sandy and Steve DeRodeff

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sderodeff@yahoo.com

Sandy and Steve were introduced to Pine Mountain Lake by PMLAA members Ted and Lee Carr. Realtor Lee had sold them their home in San Carlos and knew they were also looking for a retirement area with a lake, golf, and mountains. They bought a lakefront lot on Rock Canyon three years ago and moved into their dream house last May.

Both have busy careers in the telecommunications industry. Sandy is a telecommunications solutions marketing manager for Hewlett-Packard and Steve is vice president of broadband technologies at Covad.



Steve was brought up on Long Island, went to college and grad school at MIT and then moved west. His two sons, Colby and Morgan, are both pursuing technical careers as well. Sandy is from Athens, Ohio, worked in Colorado, and Arizona and finally made it to California with Steve in 1997.

Steve got his private pilot license about three years ago. He hopes to start work on his IFR rating soon. He often flies to PML with the Carrs or in rented planes and plans to buy his own before long.

Sandy and Steve are outdoor enthusiasts and action addicts – they play golf every weekend, ski, snowshoe, kayak and hike. You can see why they love PML.

Above all, they love the people. They've found so many new friends and a wonderful community, which has become the best part of being here. We're glad you're here too!

Diane and George Harrison

962-1955

george_and_diane@hotmail.com

Guess how George and Diane discovered PML? *Hint:* George is a retired United pilot. Yes, that's right – about five years ago, while flying with another United pilot named Larry Jobe, Larry bragged so much about the pleasures of PML that George and Diane just had to come and see it! They soon bought their taxiway lot on Hemlock and started planning for retirement. They are hoping to break ground on the dream house and hangar next month



Most recently George flew 777s for United, usually on flights to Europe. George is a graduate of Northrop Institute of Technology in aeronautical engineering. Early in his career, he was an Air Force pilot assigned to the Military Airlift Command and flew C-5A and C-141 transports to Viet Nam. After the Air Force, he became an aeronautical engineer and test pilot for Ted Smith Aerostar (bought by Piper), Boeing, Cessna, and Lear Fan. At Cessna he was worked on the Citation project. He also owned a Cessna 170B.

George joined United as an aeronautical engineer, later became a test pilot and then transferred to become a line pilot in 1989. He flew as a Flight Engineer on the B-747 and later as First Officer on the DC-10 and B-777 airplanes.

George grew up in Cincinnati, Ohio and got his first pilot's license at age 16. Clearly this guy had a plan!

Diane is a rare California native. When her three children were small, she started work in accounting at Hewlett-Packard "to get out of the house." Twenty-five years later, she had spent her whole career at HP, mostly in the information technology area, managing accounting processing and monthly closes for her division. She was also the IT project manager for HP's training and data warehousing. Diane was a little worried about what to do in retirement, but the Soroptomists and five grandchildren are keeping her busy while George is working on house and hangar plans.

When that project is done, they plan to buy an airplane and "see the country at low altitude." We're happy to have Diane and George in the community and welcome them to PMLAA.

Safety Corner

Winter Night Flights

-- Mike Gustafson, CFII



Pity the poor folks who live back east and want to go flying. First put on the snow tires and chains, shovel the snow in front of the garage, then in front of the hangar, and then hope the battery still has some poop (that is a technical term) to start the engine. I am in constant amazement as to why they stay there after one winter! But we

lucky folks out here just have to decide where we are going to fly today and whether our batteries have the required poop to do the job.

There is one other "weather" phenomenon that both coasts deal with along with winter and that is early nightfall. We get used to planning trips to take advantage of the full day; if we are not careful we may find ourselves on the last leg of the flight after the sun has set. After dark you not only deal with a diminished horizon but also the potential weather changes that occur due to the lack of the sun's heating energy. If you have done your preflight planning with a night flight in mind then you are way ahead of the game. I have previously discussed night flights, pattern work, landings, flashlights, etc. but now is the time to talk about night IFR.

First a few depressing statistics: over half of all fatal accidents in winter night flying occur in complex singles or twins, so could we settle for flying our Piper Cubs only on IFR night flights to reduce our risks?? Didn't think so. Night IFR brings a whole new look to your instrument work. Switches that in daytime are easy to find are lurking behind the shadows. Burned out post lighting bulbs leave some gauges in the dark, and charts and approach plates tend to change font size before our very eyes. The last thing you can afford now is to be distracted from your scan scratching around the flight deck looking for dropped charts, pens, or flashlights. Sure, a good autopilot will take the load off your scan, but how many of us are really comfortable taking our eyes off the panel for a couple of minutes while we dig through our flight bag?

As the sun is setting, review the rest of the flight. Do you have all the required flight stuff in close formation with your lapboard? Is the destination weather well in mind and if a bit iffy, what is plan B? Wind tends to die down after dark but it also changes direction. If the best/lowest approach is to the downwind runway, are you prepared to circle to land? If not, don't take the risk. Go land somewhere else, take on some gas and think about the next best plan, which may be to wait until daylight.

Night flight is one thing, but night IFR is the highest risk flying anyone can do, be prepared for the worst and have all your ducks in a row. Which leads me to a joke -- which two animals will help you the most flying IFR? Catch me at the next meeting for the punch line!

ψ Fly safe.

Direct from the Director

Deer in the Landing Lights - Part 2

-John Thomas, Airport Director



Many of you may have read the article in the Union Democrat that reported on the Airports Committee meeting held November 24th at which the issue of deer on our airports was discussed. Deer are a serious issue, especially at

Pine Mountain Lake Airport where the deer population is large and the deer congregate adjacent to the runway especially in the late afternoon and evening. Columbia Airport is fenced, but deer still get through gates that are left open. The deer at Columbia Airport generally hide in the brush around the campground but graze in the evening next to the departure end of 17 and on the new turf runway.

We have held 2 deer round-ups at Columbia in the last 3 weeks with the cooperation of local pilots, the Ag Department, AirMed crews, CDF and Wildlife Services. So far we have removed over a dozen deer and we will continue to work on deer removal until all the deer are out of the airport.

Everyone at Columbia Airport can do their part to help keep the deer out by making sure the airport gates are closed after you enter or exit the gate. We know gates have been left open for convenience or due to mechanical failure. To help keep deer outside the fence I am requesting that once you pull through a gate, you wait until the gate closes behind you before driving away. If the gate won't close, please notify my office and we will go fix the gate.

The deer issue at Pine Mountain Lake Airport is much more complex. Not only is there no fence around the airport, but also being a residential airpark, there are ponds, fountains, and green lawns that attract the deer. Compounding the problem is that some residents are feeding the deer! There is no doubt that the deer present a serious hazard to landing and departing aircraft and I have heard several accounts of deer hits and near misses. The cost of the deer damage to aircraft in recent years is several hundred thousand dollars. Fortunately, no one has been injured in any of the incidents.

The most obvious solution to the deer problem at Pine Mountain Lake is to fence the airport, but this alternative is also the one most resisted by the residents because they do not want an 8' high chain link fence between their home and the airport. Additionally, if the airport was fenced, each lot would have to have a gate, and gates get left open allowing the deer inside.

At the January meeting of the Tuolumne County Airports Advisory Committee, the deer issue will be discussed. I have invited Ron Anderson of the US Wildlife Services and Gary Caseri the Tuolumne Ag Commissioner to attend the meeting to discuss deer control alternatives. If you are interested in this issue, please plan to attend this meeting. It will be held Monday, January 26th at 1:30 pm at the Lorick Hangar.

CLASSIFIEDS and ANNOUNCEMENTS

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

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 **ATC-610 personal flight computer and recorder:** Not a CD. Actual panel in full working condition, yoke, pedals, recorder, low altitude enroute plotting charts, and more. New price in 1977 \$10,000+.

Proceeds from best offer will go to Stumps R Us, non-profit charitable organization headed by PMLAA'er Dan Sorkin. Call Ron Wren 415-433-1040 for more details.

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.

ψ **Airport Lot #43 on Hemlock** Taxiway lot complete with topographical map and plans for a unique barn-style residence with attached lower level hanger. Contact Franz Wolf (805)630-9936

ψ **Q68 PREMIUM TAXIWAY LOT FOR SALE BY OWNER**



Pine Mountain Lake Airport, Unit 12, Lot 6. Clockwise from eastern boundary: 281' x 77' x 271' x 151,' Woodside Way on north, taxiway on west and south. Site-plan included with sale. \$295,000. Realtors with qualified buyers are welcome. For more photos and details, visit www.zenobia.com/airportlot.htm. Contact Keith Zenobia at 209-962-4014 or keith@zenobia.com.

ψ **Airport Lot #43 on Hemlock** Taxiway lot complete with topographical map and plans for a unique barn-style residence with attached lower level hanger. Contact Franz Wolf (805)630-9936

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.

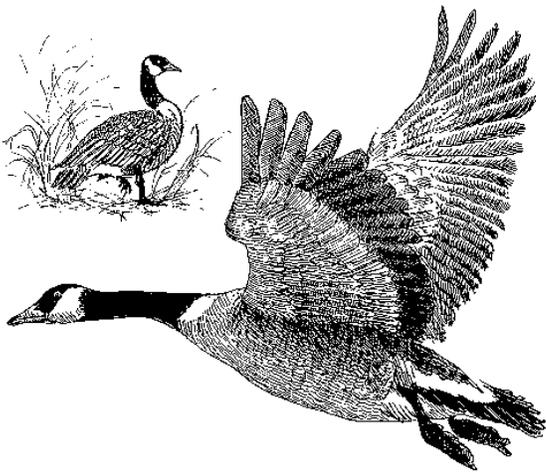
ψ **Fighter aircraft pilot seat.** I'm starting a project to build an aircraft combat flight simulator and would like to locate a pilot's seat. Probably jet aircraft seat but haven't decided yet. Please contact me as I'm looking for ideas. Thanks. Ken Codeglia, 408-447-4080

ψ **Taxi way Lot wanted** 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.

Condolences

PMLAA also extends sympathies to Mike Carbon and Jerry Mattingly as each recently lost his mother.

We send our condolences to the family of PMLAA member Otto Vetter who passed away in December.



Flying South

*I heard their raucous calls,
Then moments later they appeared,
A skein of thirty Canada geese.
One lagged behind, low and slow.
Overhead they flew, then turned,
Swinging, circling, eyeing lawns below.
I watched as half the flock settled
While the rest wheeled above, waiting.
The laggard landed on one foot,
Holding the other, crippled,
Close to his body
While four geese settled about him,
Protecting.
Those above and below waited.
Soon a signal passed, ground geese rose,
And the flock again circled, waiting.
The four lifted off,
The injured goose followed,
And they all flew south,
Their calls echoing and fading
As they disappeared.*

Mary Kelly



Wild Blue Wonders

Not too long ago Connie and then Jerry asked if I would be interested in serving with the PMLAA. My first thought was to run, fast. After Jerry talked about his vision, I realized how well this organization and the capabilities could support some of the efforts I am currently doing. I have been active with the EAA with a focus on youth programs and getting kids exposed to aviation. My selfish goals for this work is to preserve our freedom and opportunity to fly so the next generation can enjoy it as much as we have. Youth programs expose aviation in a positive light. I realize very few of these kids will become aviators. I do believe though that these programs not only influence future adults to have a more positive notion of aviation, but spread aviation education locally among the youth and adults around them. This more favorable impression of what flying actually is all about at Pine Mountain can only help the community support our activities.

I am currently doing an EAA sponsored program called the Wild Blue Wonders at the local grade school, Tenaya. We are working with 6,7 & 8 graders preparing them for a national competition utilizing math, science and team building skills with an aviation theme. These kids got their first taste of aviation last year at our airport day. The group is working, but just like our lives the kids are over-scheduled and getting them together at one time is becoming increasingly difficult. I could use some volunteers to head up some after school groups. We also will have 10 kids and some parents out on several Saturdays coming up and need some volunteers those days.

We will have another airport day and would like to form a committee to be certain that it can be better than the last.

It has been very rewarding working with the Tenaya kids and look forward to working with some of you.

Rand Siegfried
962 07120
randarts@sonnet.com



On a Lighter Note...

Days before Garmin

Most people wish to fly on the old gauges at one time or another but are prevented by the high cost of the instruments necessary for this form of flight. The following is a more or less known and extremely simple method, which may be used by all.

ψ Place a live cat on the cockpit floor, because a cat always remains upright, he or she can be used in lieu of a needle and ball instrument. Merely watch to see which way he leans to determine if a wing is low and if so, which one. This will enable you to your aircraft level in route with complete accuracy and confidence.

ψ A duck is used for final instrument approach and landing, because of the fact that any sensible old duck will refuse to fly under instrument conditions, it is only necessary to hurl your duck out of the cockpit window and follow her to the ground. There are some limitations on the cat and duck method, but by rigidly adhering to the following check list a degree of success will be achieved which will not only startle you, but will astonish your passengers as well, and may have an occasional tower operator with an open mouth.

ψ Get a wide-awake cat, most cats do not want to stand up all the time, so it may be necessary to carry a fierce dog along to keep the cat at attention.

ψ Make sure your cat is clean, dirty cats will spend all the time washing. Trying to follow a washing cat usually results in a slow roll followed by an inverted spin. You will see that this is most unprofessional.

ψ Old cats are the best, young cats have nine lives, but an old used up cat with only one life left has just as much to lose and will be more dependable.

ψ Avoid stray cats. Try to get one with good character because you may want to spend time with her.

ψ Beware of cowardly ducks, if the duck discovers that you are using the cat to stay upright, she will refuse to leave the airplane without the cat. Ducks are no better on instruments than you are.

ψ Get a duck with good eyes. Near sighted ducks sometimes fail to recognize that they are on the old gauges and will go flogging into the nearest hill. Very near sighted ducks will not realize that they have been thrown out and will descend to the ground in a sitting position. This is a most difficult maneuver to follow in an airplane.

ψ Choose your duck carefully, it is easy to confuse ducks with geese. Many large birds look alike. While they are very competent instrument flyers, geese seldom want to go in the same direction that you do. If your duck seems to be taking a

heading to Ireland or Sweden, you may be safe in assuming that someone has given you a goose.

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General Meetings are usually held on the first Saturday of the month beginning at 5:30p.m. at The Buchner Hangar (20885 Hemlock Street at the Southeast Corner of Woodside Way, Unit 12 / Lot 4).



Remember

Early Starting Time For February meeting, Finger food and Desert
Join Us at 5:30

Upcoming Events

February 7, 2004 *Captain Robert Goebel, Mustang Ace
P-51 Adventures*

March 6, 2004 *Brian Shul "Sled Driver
Piloting the SR-71 Blackbird and Other Adventures*

April 3, 2004 *Commander Bill Thomas
Adventures as a Navy Carrier Pilot & Weapons Testing Specialist*

Pine Mountain Lake Aviation Association
PO Box 131
Groveland, Ca 95321

Early start time 5:30pm