



VOLUME 19, ISSUE 9, SEPTEMBER 2004

A MONTHLY PUBLICATION OF THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION

## Ken Rowe, a.k.a. No Kum-Sok

### *A MiG-15 to Freedom*

About our September 4, 2004 Guest Speaker

Despite being an ardent anti-Communist, No Kum-Sok entered the North Korean Naval Academy for the purpose of receiving a college education. He secretly planned to defect from North Korea and Kim Il-Sung's Navy. When the Korean War broke out, 19-year-old No Kum-Sok was one of 80 North Korean Naval Academy cadets who passed a rigorous physical examination and were transferred to the North Korean Air Force. Trained by the Soviet Air Force in Manchuria, he became a first generation North Korean jet fighter pilot.

Articles about Lt. No's flying skill and devotion to Communism appeared in Red magazines and newspapers. He was vice-chairman of his 2<sup>nd</sup> Battalion Communist Party and decorated with the Red Flag Medal and Gold Medal. While planning his escape, he explains that he "was living a gigantic lie as he cloaked himself in the protective garb of the Communist state."

Lt. No's squadron was the first North Korean MiG-15 unit thrown into aerial combat from Uiju Airfield in North Korea in early November 1951. After repeated B-29 night raids on the field, including strafing by F-86 fighters, all the MiG-15s relocated to Antung (now Dandong) airbase in Manchuria. Lt. No flew over 100 combat missions against F-86 Sabres from 1951 to 1953. During that time, he had several near-misses with death, surviving the war without being shot down and having never shot down any plane.

Lt. No's third defection attempt came 56 days after the armistice on September 21, 1953 when he successfully landed on the 5th Air Force Base runway in Kimpo, South Korea.

Subsequently, he went to Okinawa, where he assisted in the flight-testing of the MiG-15 by US test pilots, including Tom Collins and Chuck Yeager. He then worked



for USAF Intelligence before coming to the United States in May 1954.

The MiG-15 is now on display at the USAF Museum at Wright-Patterson Air Force Base near Dayton, Ohio.

On the day of his defection, North Korea's youngest jet fighter pilot, 21-year-old Senior Lt. No was not aware that the United States and United Nations had made an offer of \$100,000 to any pilot who would defect with a MiG. After landing at Kimpo, he not only learned of the

\$100,000 reward, but also that his mother had been safely evacuated from North to South Korea in 1951 and that she was still alive and well.

No Kum-Sok westernized his name to Kenneth Rowe, Rowe being the American phonetic equivalent to No in Korean. He became a US citizen, used his reward to finance his college education and later worked as an aeronautical engineer for companies such as, Grumman, Boeing, General Dynamics, General Motors, General Electric, Lockheed, DuPont and Westinghouse.

Ken has lived in America for the last 50 years. He retired in 2000 after working 17 years as an aeronautical engineering professor at Embry-Riddle Aeronautical University. His story, *A MiG-15 to Freedom*, published in 1996, has been out of print but Ken has arranged for a limited reprinting, which will be completed in October, 2004. At \$30 each, PMLAA members can pre-order autographed copies of this fascinating, richly detailed account of the first air war pitting jet against jet.

The Pine Mountain Lake Aviation Association is honored to receive Ken Rowe at 6 p.m. on September 4, 2004 at the Buchner Hangar, 20885 Hemlock Street at Woodside Way, Pine Mountain Lake Airport.

Keith Zenobia

# President's Corner

- Jerry Baker

**A** few people have quizzed me on the financial status of the organization, so at the risk of boring you with numbers, here is a brief overview of how we are doing.

Our revenue is largely generated the following sources:

- 1.) Yearly dues -18%
- 2.) Bar sales -16%
- 3.) 50-50 drawing -15%
- 4.) June fund raiser - 47%
- 5.) Donations from members - 4%

Our spending is divided into the following categories:

- 1.) Newsletter printing and mailing -21%
- 2.) Meeting expenses - 35%
- 3.) Equipment purchases - 36%
- 4.) Occasional contributions to worthy causes - 8%

So, it roughly works out that our dues just about cover the costs associated with the newsletter. Our bar sales and the 50/50 generally cover our meeting expenses. So far this has been limited to the occasional air fare for a speaker and the paper plates and other consumables at the meeting. The funds generated from special events and the generous donations of a few of our members have been used to support our equipment needs. This year we have continued to upgrade our audio visual system, invested in robust seats and, thanks to the generosity of the Jobes, a new equipment trailer. We also sponsored a science and math award at Tenaya and helped with the travel expenses for our Wild Blue Wonders team.

In total we have collected approximately \$16,000 throughout the first 7 months of the year and spent a little over \$14,000. Our current balance adjusted for outstanding liabilities is a little over \$5,000. The bottom line is that we are in reasonably good shape financially.

The 80/20 rule is alive and well at PMLAA. More than 80% of the work for our events continues to fall on the shoulders of fewer than 20% of our members. Please join in and help with the setup and tear down for our meetings. Just show up on the morning of the event and participate in PMLAA's very own fitness program.

In case you have not heard, our Wild Blue Wonders team did us proud in Oshkosh this year. They placed 1st in the state and an incredible 4th in the nation. Wow! Congratulations to the kids and to coaches Rand Siegfried and George Abbott.

For the past few months we have been looking for someone to head up the aviation program at Tioga High. I am very pleased to announce that Paul Price stepped up to be the instructor of record. I am sure that he would love your help. Here is your chance to get involved in the real future of aviation.

That is about all for now. See you in September.

# Conni's Comments

WOW! Wasn't Dr. Janice Voss an amazing speaker; and her slides were out of this world.

Our August meeting was a very fun evening, even if it was a little warm. We had over 200 persons in attendance. It was wonderful to see so many new and old friends. The food was great and I want to thank those of you who brought the amount requested. We need to continue in that tradition for our pot lucks. It's so much more fun if we aren't scraping the bottom to feed everyone.

I want to thank PAUL SPERRY for helping Alan set up the tables and chairs. He is always here when you need him. We thank you. We could use a few more people to help with set-up at 10:00am on September 4<sup>th</sup>. Please come help and we'll be done in no time.

I also want to thank all of you who took the tablecloths home to wash and iron. If we can divide them up among 6-8 people each time then it is not such a chore. NOTE: be sure to bring back the clean tablecloths before our next event.

We have a new 20' trailer thanks to the goodness of LARRY and NINA JOBE. We really appreciate their generosity. Now we can put chairs, tables, paper products and sound system in one location.

Our next meeting is September 4 at 6:00 p.m. Please bring your favorite SALAD, BREAD or DESSERT to share. We look forward to another interesting speaker, No-Kum-Sok., a.k.a. Kenneth Rowe. His presentation is "A Mig -15 to Freedom." We a capacity crowd again, so come early.

We will also have long sleeved PMLAA White T-shirts for sale at just \$5.00 each in S, M, L, & XL. Great for fall wear

## AIRPORTS COMMITTEE MEETINGS

August 23, 2004

1:30 P.M.

Columbia Airport

"Lorick Hangar"

1000 Technology Drive

Sept 20, 2004

1:30 P.M.

Columbia Airport

"Lorick Hangar"

1000 Technology Drive



## Meet our New PMLAA Members - Virginia Gustafson

**Linda and Allen Cordle**  
962-7670  
[pmlpilot@sbcglobal.net](mailto:pmlpilot@sbcglobal.net)

**A**llen Cordle has been friends with Larry Jobe for over 40 years. They were flight instructors together years ago. When Allen was ready to retire from American Airlines last year, Larry and Nina urged them to consider PML. Now, they own a taxiway home on Hemlock and are heavily involved in renovation – first the hangar, then the house.

They are also long time friends of Herman and Joke Schaap.

Allen and Linda used to live in Chicago and Allen flew international flights for American. Before American he flew for Air Cal and for Alaska International, Southern Air Transport, and Zantop freight. Early in his career, Allen was a professional jazz drummer.

Later on as a charter pilot, he flew the Grateful Dead, the Beach Boys and Rosemary Clooney.

More than anything, Linda loves to travel. She used to own a travel agency in Hayward and before that she was a ticket agent for United in Seattle and worked for Club Med. At PML, Linda is busy with Ladies Golf, water aerobics, Ladies Club and going on shopping excursions far and yon.

Allen's two children live in Fremont and Las Vegas and he has two grandchildren.

**Ron and Vicky Dodson**  
962-7221  
[RVdod@msn.com](mailto:RVdod@msn.com)

**V**icky Dodson came to PML years ago with a girlfriend. Later when Ron and Vicky were getting ready to retire, they came back to take another look and decided to settle here.

They moved from Fremont to their home on Cresthaven three years ago and have been very busy ever since. Golf is a big part of their lives. Vicky is chair of the Ladies Tournament and Ron is secretary of the Men's Golf Club. He also serves on the board of the Guardians.

Before retiring, Vicky worked as a facilities manager for TRW. Ron's last position was as technical operations manager for Sun Microsystems' Asia Pacific region. He traveled to Asia a LOT, probably often on Larry Jobe's flights!

Back in his youth, Ron was crazy about flying. He later joined the Air Force for six years as part of the Airborne Radio and Radar group. He served on B-57s and traveled on all the 100 series of jets, from the 102, 104, and 106 and up to the Phantom as a radar and radio specialist.

Ron and Vicky are also enjoying traveling in their retirement. They recently went on a trip to Europe with friends where they visited old Air Force bases. They also have an RV and have been RV camping around the west.

Both Ron and Vicky were born and raised in California. In fact, Ron is a 5<sup>th</sup> generation Californian; his great-great grandparents came across the country in a covered wagon.

The Dodsons have three sons in San Bernardino, Tucson and Colorado, and seven grandchildren.

## New PMLAA Aviation Library

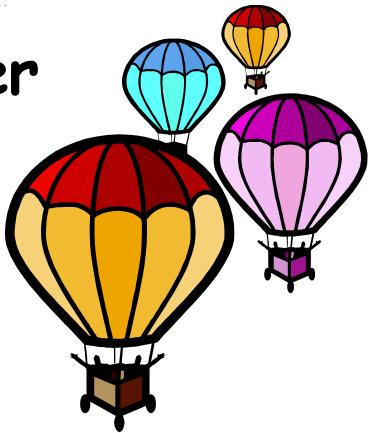
"Bring a book, take a book"

**W**e're happy to announce a new member service: several members have generously donated aviation books and instructional videotapes. Conni Buchner is keeping them in a corner of her hangar.

So for all you pack-rats, here's a way to give your "read a long time ago, but can't beat to throw out" books to fellow aviation aficionados and pick up something new at the same time.

If you'd like to contribute a novel or non-fiction aviation-oriented book you've done with, or if you'd like to take one of the donated books or borrow an instructional videotape, call Conni at 962-5750 or take a look during the next meeting.

# On a Lighter Note...



## Three Rough Landings..

- An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, give a smile, and a "Thanks for flying XYZ airline." He said that in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment.

Finally everyone had gotten off except for this little old lady walking with a cane. She said, "Sonny, mind if I ask you a question?"

"Why no," said the pilot, Ma'am, what is it?"

The little old lady said, "Did we land or were we shot down?"

### **- United Airlines PA:**

"Ladies and Gentlemen, as you are all now painfully aware, our Captain has landed in Seattle. From all of us at United Airlines we'd like to thank you for flying with us today and please be very careful as you open the overhead bins as you may be killed by falling luggage that shifted during our so called "touchdown."

### **- About 9 or 10 years ago this happened on an American Airlines flight into Amarillo, Texas on a particularly windy and bumpy day:**

You could tell during the final that the Captain was really having to fight it, and after an extremely hard landing, the Flight Attendant announced on the PA "Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate.."

## Medical, Smedical

A man was flying from Seattle to San Francisco. Unexpectedly, the plane stopped in Sacramento along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft, the plane would re-board in 50 minutes. Everybody got off the plane except one gentleman who was blind. The man had noticed him as he walked by and could tell the gentleman was blind because his seeing eye dog lay quietly underneath the seats in front of him throughout the entire flight. He could also tell he had flown this very flight before because the pilot approached him, and calling him by name and said,

"Keith, we're in Sacramento for almost an hour Would you like to get off and stretch your legs?"

The blind man replied, "No thanks, but my dog would like to stretch his legs."

O.K I know you saw this coming but picture this:  
All the people in the gate area came to a complete stand still when they looked up and saw the pilot walk off the plane with a seeing eye dog! The pilot was even wearing sunglasses.  
People scattered. They not only tried to change planes, but they were trying to change airlines!

True story... remember... things aren't always as they appear.

## Blonde Passenger

(I've never been accused of being politically correct)

A blond gets on a plane and goes up to first-class. The flight attendant tells her that she will have to move back; her ticket is not for first class. The blond says, "I'm blond, I'm beautiful, and I'm going to California." The main flight attendant is brought in and explains that she will have to move. The blond says, "I'm blond, I'm beautiful, and I'm going to California."

The attendants tell the pilot. He comes in and looks the situation over. He leans over and whispers something to the blond and she gets up immediately and moves out of first class. The attendants are flabbergasted, "What did you say to her?" "I just told her that this section of the plane doesn't go to California."

## *Direct from the Director*

### Airport Maintenance

— Jim Thomas, director

**A**nyone who owns a house knows that it takes a lot of effort to keep it in top shape. Well, maintaining an airport is no different. There is a never-ending list of things to do, and time and money seem to be the major drawbacks to getting things done. However, I'm pleased to announce that the Airports Department has been making some progress striking maintenance items off our list.

Some of the most recent accomplishments have been to repair the automatic gate and bollard that protect the card reader. The bollard is placed to protect the card reader and it does an effective job at doing so. Unfortunately, the bollard gets hit on a regular basis making for a regular maintenance headache. Please be careful.

For quite some time the drinking fountain in the Pilots' Lounge would only produce a dribble of water. We found the water line completely clogged with mineral build-up. Replacing the line solved the problem, but be careful now when you take a drink. You may get a face full of cold water!

Those of you who walk around the airport know that we have done a lot of brushing and grass cutting. This was done using a CDF Baseline crew. Their responsibility is to help reduce the fuels on public land. They cut a lot of brush and grass on the southwest and northeast sides of the airport. Not only has this reduced the fire potential at the airport, but it has improved the airport's appearance as well. We pay for the service, but the results are well worth the money. I intend to use the Baseline crew much more in the upcoming months.

By the time you receive this newsletter, we will have had our second Pine Mountain Lake Master Plan Advisory Committee Meeting. At the second meeting our consultant will present the Phase I report; copies of the report will be given to each of the Planning Advisory Committee members for review and comment.

The Phase I report deals with the inventory of the existing facilities, the forecast of aircraft operations, and future facility requirements based on those forecasts. I'll put a copy of the report in the Pilots' Lounge and will also have one at my office in Columbia, for anyone who would like to review it. Rand Siegfried is the PMLAA representative on the Advisory Committee, so you can also contact him if you have any questions regarding the Phase I report.

### Notice to Airmen:

**It's Summer  
Do not Overfly the Lake!**

## *Safety Corner*

### Funny Pilot Tricks

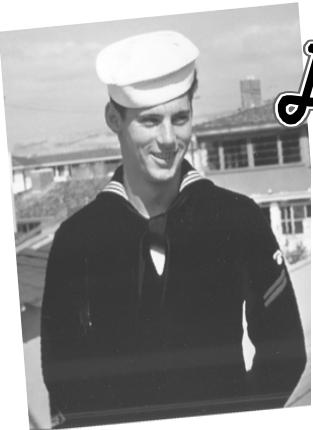
— by Mike Gustafson, CFII

**T**his month is a break from all the serious aviation stuff, with a few funny (but true) aircraft fender-benders.

- If you find yourself being waved at a lot during taxi, it might be that someone is trying to get your attention. This hapless Bamboo Bomber pilot noticed a lot of really friendly folks at an intermediate fuel stop. He took off anyway, and the right engine promptly packed it in. Responding firemen found the right gascolator drain stuck open.
- A turbo Bonanza hit a deer during a night landing, but seemed to roll out OK so the pilot decided to take it around; just to be sure all was OK. On lift-off the right main gear strut assembly and wheel exited the aircraft. No report on if the deer's relatives were snickering.
- The C-172 pilot had the tanks filled to the tippy top for a long flight. He then loaded his 300 pound right seat passenger, a slimmed down 200 pound rear seat passenger, and himself, optimistically 250 pounds, and tried to depart the high altitude field one summer day. Surprisingly, the 172 just mowed down a whole bunch of grass, never once even trying to fly. During the incident investigation, the NTSB also found a 50 pound bag of sand in the baggage compartment. Guess he thought he was in a C-206!
- After being cleared for take-off from the hold-short position, our intrepid airman forgot to line up with the runway before applying full power. He ran across the runway, through a ditch, a fence, and still trying, lifted off just in time to slam into a parking lot full of cars. Guess we need to add an additional item to his check list.
- This one ought to have a subtitle: "when did they start using Roman numerals on runways?" On a perfectly clear day our pilot decided to go ahead and land on "Runway X" even though there were a whole bunch of folks puttering about on the selected runway. He thought they would get out of his way when he got close. No report on how much damage he did to the D-9 Caterpillar when he hit it.
- Student pilots can be a bit headstrong. This non-rated pilot wrecked a float-equipped Taylorcraft during a river landing. During the accident interview the student pilot reported that he had 2200 hours of floatplane experience and a total of 5800 hours in various other aircraft. Unfortunately his log book was in the now sunken aircraft and could not be located. You think!!
- Some folks work over-time using bad judgment. The proud new owner of an experimental aircraft decided to land on a dirt road near a bar so he could get a beer (I am not kidding), hit a few ruts and busted up the plane. No pilot's license, no medical, no airworthiness certificate, and no plans get any of the above! The "pilot" was bit testy when the FAA accused him of breaking a few of their rules so the sheriff had to be called in to arrest him. I bet he pled not guilty at his trial as well.

Until next month, when I will be back on serious topics, Fly Safe, and don't let me see any of you on this list!

With credit to IFR Magazine.



*Do you recognize your neighbors?*

*Kittytails presents:  
1940's Moonlight Swing Costume*

*Ball & Dinner Show.*

*October 30th.*

*Blankenburg Hangar  
Pine Mountain Lake Airport*

**\$100 donation per ticket .**

Kittytails is a tax exempt,  
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Dress as your favorite  
1940s personality, in  
military attire, or costume.



**Dinner, Dancing , Radio Show , &  
a parade of your friends & neighbors  
in their service uniforms.**

*Featuring: Moonlight Swing*

*A 21 piece "Glenn Miller" Swing Band*



**Reservations:**

**962-1001**

Dick Collier  
Paul Duffley  
Bob Shermann  
Jack Slocumbe



Buck Buchanan  
Allen Grable  
Lee Bedewitz  
Don Correa & Buddy



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## Classifieds

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### **CFII Provides Flight Instruction**

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

### **Room for Rent in Bay Area**

Do you live in PML but commute to work in the South Bay Area? Ken and Harriet Codeglia have a room and bath for rent in their Mountain View Townhouse. New paint, draperies and double bed.

Call Ken Codeglia at 408/447-4080.

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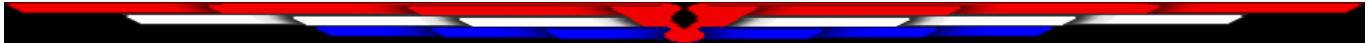
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General Meetings are usually held on the first Saturday of the month beginning at 5:30 p.m. at The Buchner Hangar (20885 Hemlock Street at the Southeast Corner of Woodside Way, Unit 12 / Lot 4).



## Note: Start for September meeting - 6:00 Salads breads and Desserts

### **Upcoming Events:**

September 4, 2004	No Kum-Sok a.k.a. Kenneth Rowe A MiG-15 to Freedom	6:00pm
October 2, 2004	To be Announced Stay Tuned	

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