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Feb. 4th – J. R. Williams
President of the League of World War One Aviation Historians
presenting
"The Last Flight of the Red Baron"
at 6:00 PM at a pot luck at Kay Meermans' hangar



J.R. Williams is the President of the League of World War One Aviation Historians. The League was established in 1985 as a nonprofit organization exclusively for literary and educational purposes. The League publishes the quarterly journal *Over the Front* (see front covers above). It's the premier publication on WWI aviation history.



The League's goals include the accumulation and preservation of the history and traditions of factual data concerning aerial activity in World War I. Members of

the League become part of the great global community of WWI aviation history enthusiasts. They include researchers, historical tourists, modelers, replica builders and pilots, and RC enthusiasts. The League has chapters across the country and connections with many other similar organizations devoted to WWI history including numerous museums and literary



archives.

In addition, the League sponsors the annual Mike Carr Student Paper Competition, wherein the League awards monetary prizes for the best original paper on any aspect of aviation taking place during the period of 1914-1918. Can you name the gentleman in the picture above?

Mr. Williams has been a member of the League since 1996. He has served on the Board of Directors since 2006 holding the positions of Director of Marketing and Development, Vice President and, currently, President.



Mr. Williams has been a significant contributor to *Over the Front* and a guest commentator on both television and radio on the subject of WWI aviation history. ♦

*President's Message
by Marle Hewett*

Well, 2012 has arrived and Wayne has passed the baton. Fortunately, most of Wayne's team remains in place and for that I'm thankful. He stopped by our house the other day with two large boxes of PMLAA records. I thought I



would take a look. Seems we have records going back to 1986 when one John Wilbur was president. I recognized several names on that '86 roster: Dick & Ellie Chilingarian, Dick Collier, Bob George, Larry & Nina Jobe, and Hugh & Kay Smith to name just a

few. Maybe we should award twenty-five year pins; you think?

I plan to spend some time this next year putting our past together. I'll likely ask for some help from you old-timers. We have a rich history. I'll report my results in this column on occasion.

Our speaker program is pretty well set for the year. We start with J.R. Williams, a WWI aviation historian of note and President of the WWI Aviation Historical Association. Next it's Bill Behrns, a WWII P-38 pilot. Bill flew combat in the China, Burma, India theater. He was a manager for Boise Cascade during the PML development. Then it's Einar Enevoldson, the current world altitude record holder for gliders (an amazing 50,700 feet set just recently). A rescue story from the Vietnam War follows. We will hear from both the downed pilot (CDR Kenny Fields, USN retired) and a significant member of the rescue team (Col. George Marrett, USAF retired). Later in the year, Col. Joe Kittinger, a true Air Force legend, will talk about his experiences high flying in gondolas taken aloft by balloons to as high as 103,000 feet in projects ManHigh and Stargazer, and jumping from those altitudes in project Excelsior to obtain survival data on high altitude bailouts in the 1960s. Finally, Eric Henderson is putting together a Search and Rescue talk featuring the Tuolumne County Sheriff's Search and Rescue Team.

We will repeat the taxiway block party that was so successful last year for one of our summer meetings, and for our September meeting, we plan to combine our Airport Day activities with a special dinner and dancing night (*sans* speaker) hosted by Silvano and Toni at their hangar.

Well, that's the plan. We have the speakers lined

The Christmas Party

up. We still need a few hangars. ♦

Our Christmas party was a swinging event. Conni and Alan Buchner decorated their hangar with three trees, dozens of stockings, a hip-bouncing Santa, and hundreds of ornaments.



Mid-morning Ed Peters and his crew unloaded the tables and Conni's elves set to work with Kathy McConnell to transform our

workaday tables into their holiday glamor with white and green tablecloths, place settings, candles and festive centerpieces.

When the evening began, Kay Smith and Beverly Clark greeted each guest and smiling waitresses offered delectable hors d'oeuvres.



Meanwhile, Santa Wayne's truck was being filled with toys donated by each entering guest for distribution to local kids.



After dining, Phil Hickerson, our **Santa**-bedecked DJ, began playing his well-selected tunes. The ladies made a line and their lively dancing got the

whole crowd jumping.

It was a party to remember. Thanks to all who made it so special. ♦



Happy New year!

*Safety Corner
by Norm Peebles*

Winter Flying

It's that time of year again and we have all heard it before. The three big areas of concern are Ice, Snow and Wind, not only during air operations but ground operations also. Their impact on us varies depending on what equipment we fly, but ALL aircraft are impacted and caution must be exercised by all.

Common sense is your best guide. If the temperature on the ground is around freezing, you can bet that a thousand foot overcast most likely has Ice in it. If it doesn't, I don't want to be the test pilot who goes up to find out. Being prepared is critical during the winter months. From preflight planning to arrival at your destination, an attention to detail and discipline that few pilots practice on sunny warm summer days is essential.

A few years ago Patty and I flew our Bonanza up to Sunriver, Oregon during December. Once we cleared the central valley of California, the landscape turned to winter white as we past Shasta. It was a clear and cold VFR day. As we approached Sunriver, we made our usual radio call ten miles out and also noted that the runway was not clear of snow; it was very white. The Unicom came alive: "Aircraft landing Sunriver be advised that we have been unable to clear the runway, the snow is about 2 to 3 inches with ice underneath! If you do land, do not use your brakes!" Now, this was my first time landing on snow and I followed his advice and all worked out fine. On this flight I did the usual summer VFR preflight planning and all I saw was severe clear. There is no weather reporting at Sunriver and there were no NOTAMs. From now on we call Sunriver during the wintertime.

Take advantage of winter flying and get, more lift, more horsepower and a cool cabin! ♦

Catherine Santa Maria Gets It Done!



Catherine has her private pilot's license, having passed through the FAA's crucible on December 5th. A group of admirers greeted her and Mike's return to PML; and a beautiful landing it was. ♦

*From The Airports Manager
by Jim Thomas*

FAA Through-The-Fence Sponsor's Certification

At the September 20th meeting of the Board of Supervisors, I presented two Sponsor Certifications for approval which the FAA requires for airports that plan to request future FAA Airport Improvement Program grants. The following is an excerpt from my memo to the Board:

"On March 18, 2011, the FAA published an Interim Policy of Residential Through-The-Fence (RTTF) access to federally obligated airports. The Interim Policy clarifies the FAA's concerns with residential property next to or on an airport where aircraft owners are allowed to taxi between their residential property and a federally obligated airport or airport operations area. The Interim Policy requires all airport sponsors to disclose and certify whether or not RTTF access exists at an airport. Also, any airport with RTTF access that intends to apply for an Airport Improvement Program (AIP) grant in the future must develop and submit an "Access Plan" for review and approval by the FAA."

"The County owns and operates two airports, Columbia Airport and Pine Mountain Lake Airport. The RTTF issue is only a concern with Pine Mountain Lake Airport as Columbia Airport does not have any existing access from residential property and is in compliance with the AIP grant assurances."

The Board of Supervisors approved the two Sponsor Certifications, one for Columbia Airport that indicates that no RTTF exists, and one for Pine Mountain Lake Airport stating RTTF access does exist and that Tuolumne County intends to submit an "Access Plan." In my presentation to the Board, I made it very clear that the preparation of an "Access Plan" will take considerable time and money, AND there is no guarantee that the "Access Plan" will be approved by the FAA. Their approval is required prior to the application for any Airport Improvement Program grants after the FAA's fiscal year 2012.

The preparation of an "Access Plan" requires a significant amount of work and the development process has not yet been established; however, it will involve public workshops and input from the Airports Advisory Committee. The required content of the "Access Plan" is identified in an extensive Appendix C of the FAA's Compliance Guidance Letter 2011-1. At this time it is unclear how the preparation of the "Access Plan" will be funded and also whether an "Access Plan" that is practical and acceptable to the PML Airport residents would be approved by the FAA. Stay tuned. ♦



2012 Meeting Calendar

Date	Program	Location
February 4	J.R. Williams, President The League of WWI Aviation Historians	6:00pm – Pot Luck at Kay Meermans' hangar
March 3	Bill Behrns, P-38 pilot WWII China, Burma, India theater	6:00pm – Pot Luck at Jeff & Vicky Benzing's hangar

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