



Volume 38: Issue 5
May 2023
A Publication of the
Pine Mountain Lake
Aviation Association, Inc

Pine Mountain Lake Aviation Next Meeting /Pot Luck Dinner

Saturday June 3, 2023

Speaker: Daniel Ellison

Time: 6:00 pm

*Place: Randy and Marie Barber Hangar
Located on the Northwest Loop Taxiway*

Presidents Message

By Mike Gustafson

Our May meeting had a good turnout in spite of the rain to hear noted aviation historian and author Barbara Schultz regale us with the story of Cliff Henderson, the pilot who organized all the major air races that led up to the Reno Air Races. It is always interesting to learn of the back story about the early days of aviation and how and who moved the events forward. Thanks to Dianne Cole for inviting her friend Barbara.

Our June meeting will be really special. David Ellison, founder of Skydance Media, is our guest speaker. David is a skilled aerobatic pilot and is well-known for producing amazing and tremendously successful movies such as Mission Impossible and Top Gun: Maverick, most of which feature some wild aviation stunts.

Your Aviation Association has decided to grant two \$500 scholarships to graduating seniors at Tioga High school. Both seniors have an excellent grade point average and plan to study in the science field. We will be give the money to Columbia College in their name and then they can use it for books and fees. We are also considering granting another scholarship to a young man who is part of the local EAA chapter who is working on his private pilot license. Our scholarship program is driven by donations from our members so if you could help us with a donation, that would be great. We believe it's important for PMLAA to be a positive part of our community and help those less fortunate. Thank you.

As you may or may not know, there is an oil dump building on the ramp at the airport. Inside this building there are two collection tanks that can hold 800 gallons of oil. Most recently we had to empty those tanks and pumped out 750 gallons of oil. We also removed a 55 gallon drum of used oil filters! The cost for this was about \$1100, but the really good news is the County stepped up and paid 100% of the cost! Thank you to the County for their support!

On a side note, \$385 of the bill was due to the cost of removing all the used oil filters. I recommend that we no longer allow the collection of these filters; once you drain all the oil out of the filter you can drop in your normal garbage can.

As soon as it warms up a bit the County will be repainting the runway so keep an eye on the NOTAMs for the airport closure while they are doing the work. On the same note, Bob Mackey is working with the 99's and the County to get our Compass Rose repainted. Thank you, Bob.

By the time you read this note we will have had the first Airport Tenant and Resident User Appreciation Day event at the Columbia Airport! This event, sponsored by the County employees, at their expense, was a laid back fly-in lunch and airplane review. Both Columbia and PML airport folks participated. Next year this event will be held at PML Airport. It's a nice idea to get everyone together.

I am saddened to report the passing of three former PMLAA members:

- Jim Goodrich, Pilot, co-founder of PML Aero Club, former GM of GCSD.
- George Harrison, former PML Airport resident, United test pilot.
- Phil Pedron, long-time PML airport resident, pilot, warbird restorer, operated FBOs in PML and Texas, Commemorative Air Force member repairing and flying B29s

They will be missed.

In closing, next time you see Rob Compton congratulate him, as he is newly retired from a long career in the Kaiser Health care system. Now the fun begins, Rob!



Stock Photo

Our Guest Speaker - Daniel Ellison “Aviation and Movie-Making”

We are very excited to announce that David Ellison, founder of Skydance Media, will be our speaker at the June 3 meeting. Some of you may remember David’s visit several years ago when he had just starred in the movie “Flyboys,” about the young American pilots of Lafayette Escadrille in WWI.

An avid pilot since his teenage years, David has since focused on producing and has a notable string of successful movies to his credit, many involving planes and audacious pilots. In addition to movies, Skydance now produces TV shows, Netflix movies, games and animation.

Skydance and David Ellison are responsible for big screen hits such as True Grit, the Mission Impossible franchise with Tom Cruise and his crazy aerial stunts, Jack Reacher, GI Joe, Star Trek Beyond, and recently Top Gun: Maverick, again starring Tom Cruise. Top Gun broke numerous box office records including becoming the highest gross domestic film of 2022. The film received universal praise from fans and critics and landed countless award nominations and wins. The film also won the People’s Choice Award for “Best Action Movie of 2022.”

Not coincidentally, many of David’s movies feature aviation, even extreme aviation. Our own Wayne Handley coached young David in aerobatics years ago and later worked with the actors in Top Gun: Maverick to acclimate the actors to the G forces they would experience in making the movie. Join us at the Barber Hangar at 6:00pm on June 3 to hear David discuss “Aviation and Movie-Making.”



Message From Vice President-Social

By Gabe Coelho

Hello PMLAA members. We had an interesting presentation at our May meeting with plenty of photos of airplanes from the 1930's. I would like to thank Jeff and Vicky Benzing for the use of their hangar and for those providing the food. Our next meeting is June 3rd at Randy and Marie Barbour's hangar located on the back taxiway (see map below). This will be an Italian themed potluck, social hour is at 6 pm and dinner at 7 pm. I am expecting a larger than normal attendance for the speaker we have lined up and plenty of food will be much appreciated.

Planning has begun for the August 5th "Hot August Nights" meeting/event. Display cars are needed, if you have a car you want to show please plan on bringing it. This will be a catered dinner. More information on ticket reservations and event will be in next month's newsletter.



PMLAA Potluck Meeting Reminder



Potluck theme is *Italian* for this month.

We are expecting a large number attending, so entrée dishes will be appreciated

Saturday June 3, 2023

6 pm Social Hour

7 pm Pot Luck Dinner

Speaker: Daniel Ellison

**Location Randy & Marie Hangar
Northwest Loop Taxiway**



By Joe Sobczak

Proficiency

You are qualified and you are current. But are you proficient?

To be “current” you are required to have made three landings and three takeoffs within the past 90 days (14 CFR 61.57) and have completed a Flight Review (formerly “BFR”) within the past 24 calendar months (14 CFR 61.56). While these fulfill the requirement for currency, they do not guarantee that you are *proficient*.

The FAA knows this and has developed a robust program to address this issue, called the Wings Proficiency Program. The objective of the Wings Program is to address the primary accident causal factors that continue to plague the general aviation community and reduce the number of accidents that occur each year for the same causes. You can find detailed information on the Wings Program in Advisory Circular AC61-91J ([AC 61-91J - WINGS - Pilot Proficiency Programs \(faa.gov\)](#)) and the WINGS User’s Guide ([WINGS Pilot Proficiency Program \(faa.gov\)](#)), both available on the FAA website. I have had the opportunity to present courses for FAA Wings credit and highly recommend you take advantage of this excellent resource.

While the FAA’s Wings program is aimed at maintaining proficiency, what if you have been away from flying for a while and want to regain your proficiency? The Aircraft Owners and Pilots Association (AOPA) has the answer in the form of their Rusty Pilots seminars, webinars, and an online course. You can learn about this program at [Rusty Pilots - AOPA](#). If you are one of the half million pilots who have let their proficiency lapse, the AOPA Rusty Pilots program is a great way to help get you safely back into the air!

In my USAF F-15 days we were required to fly a minimum number of training sorties each month to insure proficiency, and there were plenty of tasks to practice: normal operations such as takeoff and landing, formation flying, air refueling, night flying, ground attack, air combat maneuvering (dogfighting), emergency procedures, and instrument flying. As a pilot flying part 91 operations for the airline, I am required to complete a Proficiency Check in each type aircraft every two years which works out to two simulator checks annually. Each “PC” entails a day of practice and a day of

checking for such things as V1 Cuts (engine failure on takeoff), emergency procedures, crosswinds, night proficiency, and instrument approaches. It's a VERY busy 4 hours!

As a general aviation pilot, it's really on you to maintain proficiency. The FAA removed "Biennial" from BFR a few years ago to encourage you to fly with an instructor more often than once every two years. It is well documented that accident rates are significantly lower among pilots who are more proficient.

Be proficient and be safe! The FAA and AOPA programs are terrific ways to help you maintain proficiency, but the best way is to get out there and fly on a regular basis. While you are at it, maybe even learn a new skill (perhaps formation flying or aerobatics for example) or work on a new rating. Take advantage of the great California summer weather and FLY, FLY, FLY!



EAA Flight Deck

By Armin Abusaidi

Greetings from the EAA Chapter 1337,

We had a great Young Eagles event last month at Columbia airport. I must say, it was one of the best organized Young Eagle(YE) events I have ever participated in, Big Thanks to the hard work of Ed Sunday, our YE event coordinator, and all the YE volunteers.

We flew 55 kids for the Columbia YE event. 82% of the kids that we took up were first-time Young Eagles! For most of the first-time Young Eagles, this was their first flight ever, and judging from their parting remarks as they came back from the flights and emails received afterward from parents, we have sparked some new interest in the younger generation for general aviation! Major credit goes to our eight pilot volunteers who gave the kids a wonderful first-time flying experience! The pilot volunteers are as follows:

- From the Columbia airport:
 - Andy Aldrich, Jim Stenger & Diana Sunday
- From the Pine Mountain Lake (PML) airport:
 - Mike Gustafson, Bob Hornauer, Bill Thomas, Greg Triplett & Armin Abusaidi

We also have 20 ground crew who volunteered their time/spirit to make this event smooth and successful:

- 9 from PML and 11 from Columbia airport including:
 - Greeters (Allen Craig and Dennis Smith),
 - Check-in (Peggy Abusaidi (lead), Pat Thomas and Elliott Kramer),
 - Waiting Area/donation and free YE merchandise desk (Roxie Compton and Hal Cunningham),
 - Dispatch (Tonya Scheftner (lead), Chance Miller and Dustin Miller).
 - Hot Ramp (Ed Gregory (lead), Rob Compton, Leon Liebster and Carson Scheftner),
 - Registration (Ed Sunday (lead) and John Williams), Post Flight (Robyn Moore, lead), and Support (Hans Bayer, Janet Gregory (lead) and Chris Henningsen).

I can't THANK the pilots and ground crew volunteers enough!!

We are starting to make progress on the KOLB Firestar project, led by Phil Boortz. Phil has scheduled the build days for the second and fourth Saturday of the month at Gregory's hangar (for now). The project kick-off day is this coming Saturday, May 13th, from 3 pm to 5 pm. So be sure to mark your calendar if you like to participate! We are still looking for people interested in financially supporting and/or participating in the build. Please contact me or Phil Boortz if you like to participate. This will be a very interesting project.

The next chapter meeting is scheduled for June 3rd, 4 PM at the Gregory's Hangar. Please come join us and help shape our chapter's future activities. For the existing members, please email me if you like to add any topic to next month's meeting. If you are a newcomer and interested in getting more information about our local EAA chapter or the KOLB project, feel free to contact me at mrava8r@gmail.com.

Interim Airport Manager

Coffee &



Conversation



**Second Tuesday
of the month**

10:00 am—11:00 am

**Yosemite Flights
Pine Mountain Lake
Airport**

The Doolittle Raid

Article Provided by:

Janet Gregory

The Doolittle Raid on Japan, April 18, 1942

This historic event was depicted in the recent release of the movie “Midway” (2019) and the end credits noted that more than 10,000 Chinese civilians were tortured and murdered by the Japanese military for having assisted the Doolittle crew members during their escape after ditching or bailing out over hostile territory.



(U.S. Air Force graphic by Travis Burcham)

event would spark During 4 1/2 months after Pearl Harbor, the US suffered several defeats in the Pacific theater and many of our supply ships crossing the Atlantic had been sunk by German Uboats. Morale was low, and this an effective turn-around.

April 18, 2023 marks the 81st anniversary of the Doolittle Raid, in which Lt. Col. James H. Doolittle, U.S. Army Air Forces, and Vice Adm. William F. Halsey Jr., U.S. Navy, led a joint bombing operation on the Japanese mainland aimed to inflict both material and psychological damage upon the enemy following the attacks on Pearl Harbor.

In choppy, frigid waters of the Pacific Ocean and more than 10 hours out from their planned takeoff, the Doolittle Raid task force was spotted. Not wanting to jeopardize the mission, the command was given and each of the modified bombers slowly lifted off the Hornet’s flightdeck — one of the most daring aerial missions in American history was underway.

This attack against major Japanese cities — Tokyo, Yokohama, Yokosuka, Nagoya and Kobe — would take a combined effort of the U.S. Navy and Army Air Forces. The mission consisted of sixteen B-25 medium bombers loaded onto the USS Hornet (CV 8) to be taken within takeoff distance of mainland

Japan. The B-25 was chosen because of its unique combination of range, bomb capacity and short takeoff distance that would allow it to launch in its stripped down configuration from an aircraft carrier.

The B-25s and the 24 volunteer crews came from the 17th Bombardment Group at Pendleton Field, Oregon. To prepare for aircraft carrier takeoffs, the 17th BG would receive further training at Eglin Field, Florida, from Lt. Henry L. Miller, a Navy pilot. The crews also practiced cross-country and night flying, navigating without radio references or landmarks, low-level bombing and aerial gunnery.

In mid-March the crews completed their training and traveled to Alameda Naval Air Station near San Francisco to load their heavily modified bombers onto the Hornet. On April 2, 1942, 136 Airmen and 16 bombers loaded onto the Hornet, led by Capt. Marc A. Mitscher, and got underway for their secret mission.

The Hornet was spotted by enemy vessels approximately 650 miles from Japan, and the mission was forced to begin 250 miles further out than originally planned. The takeoffs were timed so that when the airplane was about to become airborne, the ship's bow would be pitched highest to give the bombers more loft. The average time between takeoffs was approximately four minutes.

The Raiders faced some resistance from anti-aircraft fire, but most were able to hit their targets in Japan. Having departed much earlier than planned, all of the planes were near fuel exhaustion as they completed the raid. Of the 16 planes, 15 either crash-landed, ditched or the crew elected to bail out over the eastern coast of China.

Though the raid caused relatively minor physical damage, it forced Japan to recall combat forces for home defense, raised fears among Japanese civilians and boosted morale among Americans and their allies abroad.

In June of 1942, President Franklin D. Roosevelt awarded Jimmy Doolittle the Medal of Honor for his actions in planning and conducting the raid. All 80 Raiders were awarded the Distinguished Flying Cross, and those who were killed or wounded during the raid were awarded the Purple Heart. Every Doolittle Raider was also decorated by the Chinese government.

Starting in 1946, to celebrate the birthday of Jimmy Doolittle, the Raiders held an annual celebration that eventually evolved into their annual goblet ceremony and reunion. In 1959 the citizens of Tucson, Arizona, presented the Raiders with a set of 80 sterling goblets — each engraved with the names of the members of the historic raid. Each year, the Raiders held a brief ceremony to honor those who passed away. The passing of retired Lt. Col. Richard Cole, the last survivor of the Doolittle Raid, in 2019 marked the end of the annual goblet ceremony. Since then, the goblets have been on permanent display at the National Museum of the U.S. Air Force, at Wright-Patterson Air Force Base, Ohio.

“The Doolittle Raid is one of many accomplishments of the Greatest Generation, it displayed their resilience to overcome obstacles and challenges, and still accomplish the mission” said Air Force Chief of Staff Gen. David L. Goldfein. “As we near the 78th anniversary of the Doolittle Raid, we remember those who paved the way for our Air Force today. Thank you Doolittle Raiders.”

The men and women of the U.S. military remain forever indebted to the WWII veterans who demonstrated selfless service and sacrifice that characterizes the Greatest Generation in defense of global peace and security, and the Doolittle Raiders represent this spirit of creativity and innovation.

<https://www.airforcetimes.com/news/your-air-force/2019/04/09/a-legend-passes-dick-cole-last-of-the-doolittle-raiders-dies-at-103/>

A legend passes: Dick Cole, last of the Doolittle Raiders, dies at 103

April 9, 2019 by [Stephen Losey](#)



Retired Air Force Lt. Col. Richard E. Cole, the last surviving Doolittle Raider, tours a U.S. Navy B-25 Mitchell similar to the aircraft he co-piloted. Cole has died at age 103. (Staff Sgt. Vernon Young Jr./Air Force)

Retired Lt. Col. Dick Cole, the last surviving member of the [Doolittle Raiders](#) who rallied the nation's spirit during the darkest days of World War II, has passed away.

Tom Casey, president of the [Doolittle Tokyo Raiders](#) Association, confirmed to Air Force Times that Cole died Tuesday morning in San Antonio. His daughter, Cindy Cole Chal, and son, Richard Cole, were by his side, Casey said.

Cole will be buried at Arlington National Cemetery, Casey said. Memorial services are also being scheduled at Joint Base San Antonio-Randolph in Texas.

Cole, who was then-Lt. Col. Jimmy Doolittle's co-pilot in the No. 1 bomber during the daring 1942 raid to strike Japan, was 103.

The Doolittle Raid was the United States' first counterattack on the Japanese mainland after Pearl Harbor. Eighty U.S. Army Air Forces airmen in 16 modified B-25B Mitchell bombers launched from the aircraft carrier Hornet, about 650 nautical miles east of Japan, to strike Tokyo. While it only caused minor damage, the mission boosted morale on the U.S. homefront a little more than four months after Pearl Harbor, and sent a signal to the Japanese people not only that the U.S. was ready to fight back but also that it could strike the Japanese mainland.

Cole's influence is still very apparent in today's Air Force, and he remains a beloved figure among airmen. In 2016, he appeared on stage at the Air Force Association's Air Space Cyber conference to announce that the service's next stealth bomber, the B-21, would be [named the Raider](#). Hurlburt Field in Florida in 2017 renamed the building housing the 319th Special Operations Squadron the Richard E. Cole Building.



Retired Air Force Lt. Col. Richard E. "Dick" Cole, co-pilot to Jimmy Doolittle during the April 18, 1942, Doolittle Raid over Tokyo, sits at the controls of a refurbished U.S. Navy B-25 Mitchell displayed at an airshow in Burnet, Texas, in September. (Staff Sgt. Vernon Young Jr./Air Force)

And when he turned 103 last Sept. 7, Air Force Chief of Staff Gen. Dave Goldfein and his wife, Dawn, called him to wish him a happy birthday.

Cole was born and raised in Dayton, Ohio. In a 2016 interview with [HistoryNet.com](#), Cole said he first became interested in flying as a kid, when he would ride his bicycle to the Army Air Corps test base McCook Field and watch the pilots fly. He said he enlisted in the Army Air Corps in November 1940 because "it was a good job," especially in the midst of the Great Depression, and after finishing training went to the 17th Bombardment Group at Pendleton, Oregon.

He was transferred to Columbia, South Carolina, in early February 1942, where he saw a bulletin board notice seeking volunteers for a mission. His entire group put in their names.

"Everyone wanted to go on that mission," Cole said in a 2017 Air Force release.

Cole, who was then 26 years old, trained at Eglin Air Field in Florida for the secret raid.

“We were confined to base, in isolated barracks, and told not to talk about our training,” Cole told HistoryNet. “We knew it would be dangerous, but that’s all.”

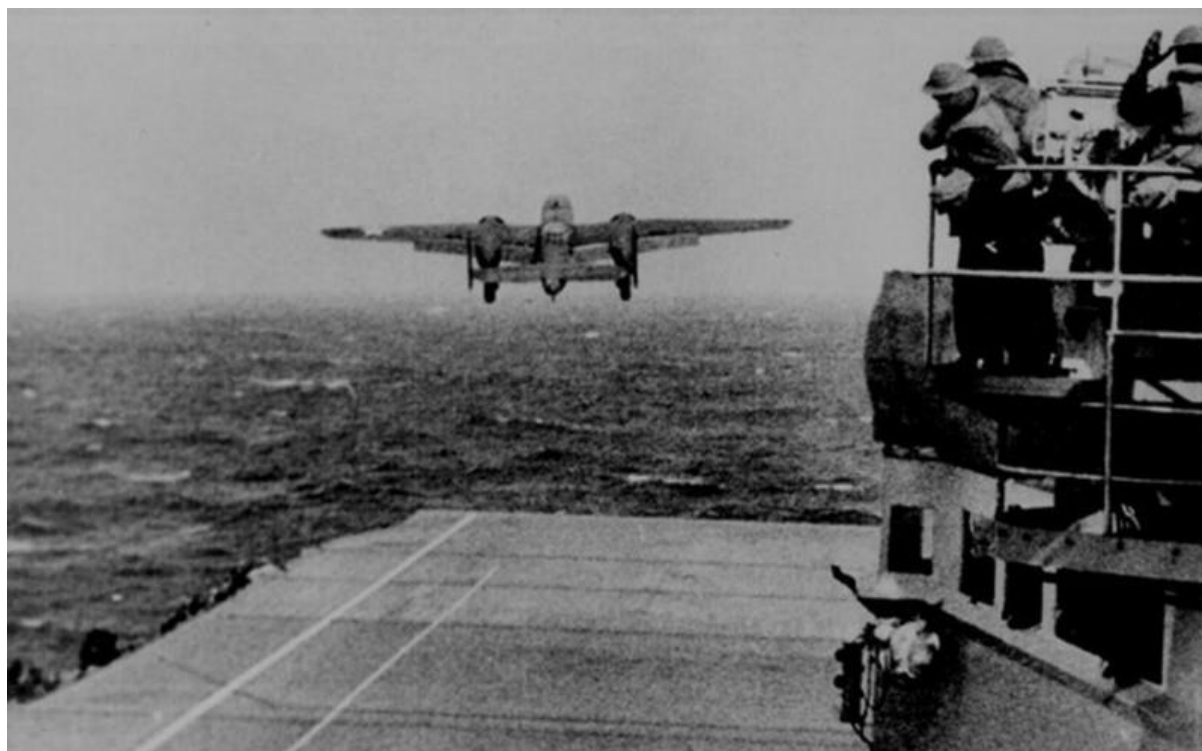
The B-25 typically needed about 3,000 feet to take off, Cole said, but they trained to get airborne in 500 feet. And when future Navy Admiral Henry Miller started teaching them how to take off from a carrier, they guessed they were headed to the Pacific to take the fight to Japan.

Then-2nd. Lt. Cole became Doolittle’s co-pilot by chance, when the pilot he had been training with fell ill. Doolittle’s intended co-pilot also became unable to fly.

The B-25s were stripped of all excess equipment, including their bombsights and lower turrets, and loaded up with extra fuel tanks that doubled capacity to about 1,100 gallons. They left port from Alameda, California, on April 2, 1942, and two days later were told they would strike Tokyo.

“We were pretty excited — above all, happy to know what we were going to do,” Cole said. “Things quieted down as people began to realize what they were getting into.”

After the Navy ran into a Japanese picket ship, Navy Adm. William “Bull” Halsey decided to launch the mission earlier than planned. Conditions were rough, Cole told HistoryNet — water came over the bow, and the planes started to slip around the deck. But the wind about doubled [the air speed over the carrier deck] from 20 to 35 knots, which helped the planes get airborne.



A B-25 Mitchell takes off from the aircraft carrier Hornet for the Doolittle Raid over Tokyo April 18, 1942. (Courtesy of Wright-Patterson Air Force Base, Ohio)

They reached Japan after a little more than four hours, flying at an altitude averaging roughly 200 feet, Cole said. When Doolittle and Cole neared Tokyo, it was bright and sunny. Doolittle pulled up to 1,500 feet, and bombardier Fred Braemer — then a staff sergeant — dropped the bombs. Cole said they “got jostled around a bit by anti-aircraft” fire, but didn’t think they got hit.

Doolittle's crew intended to land in Chuchow, China, fuel up, and continue to Western China, but they hit a snag. They ran into a severe rainstorm with lightning. Cole said the Chinese also heard their engines and thought they were Japanese, so they turned off the electric power to the lights. The crew had no choice but to fly until they ran out of gas and then bail out, he said.

Cole's parachute got stuck on a pine tree, 12 feet above the ground. After freeing himself, he walked west to a Chinese village. Cole rejoined the rest of the crew, who also bailed out successfully, and they were picked up by Chinese troops.

He continued serving in the China-Burma-India Theater until June 1943, and then volunteered for Project 9, which led to the creation of the 1st Air Commando Group.

Cole said that Doolittle feared his audacious mission had failed, because all planes and some of his airmen were lost. Three airmen died bailing out, and eight others were captured by the Japanese.



Airmen with Crew No. 1 (Plane 40-2344), 34th Bombardment Squadron, U.S. Army Air Forces, were among those who conducted the Doolittle Raid over Tokyo on April 18, 1942. They are, from left: Lt. Henry A. Potter, navigator; Lt. Col. James H. Doolittle, pilot; Staff Sgt. Fred A. Braemer, bombardier; Lt. Richard E. Cole, co-pilot; and Staff Sgt. Paul J. Leonard, engineer-gunner. (Air Force)

But in 2016, Cole said the raid was “a turning point in the war.” Though the 16 bombers didn't cause much damage, their actions prompted the Japanese to pull back its forces from Australia and India to shore up the Central Pacific, he said, and they transferred two carriers to Alaska, where they thought the raid had originated, which evened the odds for the Navy at Midway.

“Japanese naval forces were at a disadvantage from then on,” Cole said.

The raid also had two other goals, Cole said: First, to show the Japanese people that despite what their leaders told them, Japan could be bombed from the air. And second, “to give the Allies, and particularly the United States, a morale shot in the arm.”

Cole and the other Raiders received the Distinguished Flying Cross, and Doolittle received the Medal of Honor.

“He deserved a lot more,” Cole said of Doolittle. When asked what he thought of his commander, Cole said, “the highest order of respect from one human being to another.”

When Cole retired, his list of decorations included the DFC with two oak leaf clusters, the Bronze Star, and the Air Force Commendation Medal. In 2014, President Obama presented Cole and three other Raiders the Congressional Gold Medal at the White House.

But Cole said the Raiders didn’t feel like heroes. “We were just doing our job, part of the big picture, and happy that what we did was helpful,” Cole said.

David Lauterborn of HistoryNet.com contributed to this report.

About [Stephen Losey](#)

Stephen Losey covers leadership and personnel issues as the senior reporter for Air Force Times. He comes from an Air Force family, and his investigative reports have won awards from the Society of Professional Journalists. He has traveled to the Middle East to cover Air Force operations against the Islamic State.



Stock photo



Pine Mountain Lake Aviation Association

Membership Application, Renewal and Update



() New Member

Date: _____

() Renewal – no changes

() Renewal – with changes

	Order <u>Badge</u>	Publish on <u>Member List</u>
Name 1: _____	<input type="checkbox"/> Yes \$10 ea. <input checked="" type="checkbox"/> Yes	
Name 2: _____	<input type="checkbox"/> Yes \$10 ea. <input checked="" type="checkbox"/> Yes	
Child Name: _____	<input type="checkbox"/> Yes \$10 ea.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Child Name: _____	<input type="checkbox"/> Yes \$10 ea.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Mailing Address: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No
City: _____ State: _____ Zip: _____		
Phone 1: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No
Phone 2: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No
Email 1: _____ (Required)		<input type="checkbox"/> Yes <input type="checkbox"/> No
Email 2: _____		<input type="checkbox"/> Yes <input type="checkbox"/> No

PMLAA Mission: To promote aviation interests and ensure the welfare and safety of its members, Pine Mountain Lake Airport, and the general community, through aviation-oriented recreational and educational activities.

Monthly Meetings: Held the first Saturday of each month (no meeting in January or July), usually at 6:00, check the PMLAA Newsletter or website www.pmlaa.org for details.

- Annual membership dues are \$25.00 per household.
- Please make check payable to: **PMLAA.**
- Bring to monthly meeting or remit to: **PMLAA, PO Box 131, Groveland, CA 95321**
- Membership includes:
 - Monthly electronic newsletter.
 - Access to member directory (available *only* to members).
 - Special pricing for PMLAA events.

Annual dues \$25.00 per year	\$ _____
Badges @ \$10.00 each	\$ _____
Donation (\$25-\$100 suggested)	\$ _____
Scholarship Fund Donation	\$ _____
TOTAL enclosed	\$ _____

2023 Meeting Calendar

<i>Date</i>	<i>Program</i>	<i>Time & Location</i>
June 3, 2023	David Ellison, Producer Top Gun Maverick	6 pm Barber Hangar
July 2023	No Meeting this month-Oshkosh	No Meeting
August 5, 2023	Hot August Nights – Catered Dinner	6 pm Joe Sobczak Hangar
Sept 2, 2023	Leo Mora - Why Planes Crash	6 pm Johanson Hangar
October 7, 2023	Airport Day – Catered Dinner	6 pm Meermans Hangar
November 4, 2023	Joe Sobczak – Test Pilot	6 pm Johanson Hangar
December 2, 2023	Christmas Party – Catered Dinner	6 pm Camp Tuolumne Trails

Aviation Calendar

May	<p>4 – Star Wars Day – “May the fourth be with you”</p> <p>5 – Cinco de Mayo</p> <p>5-6 – Eta Aquarid Meteors</p> <p>6 – PMLAA Meeting</p> <p>6-7 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</p> <p>14 – Mother’s Day</p> <p>29 – Memorial Day</p>
June	<p>3 – PMLAA Meeting</p> <p>3-4 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</p> <p>11 – Patriot’s Jet Team @ NASCAR, Sonoma</p> <p>17 – Vicky Benzing @ Hiller Museum Biggest Little Airshow, San Carlos</p> <p>18 – Father’s Day</p> <p>21 – Summer Solstice 07:57 – First Day of Summer</p> <p>24 – Vicky Benzing @ Truckee Tahoe Airshow, Truckee</p>

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