



Volume 17, Issue 4, April 2002

Monthly Publication of the Pine Mountain Lake Aviation Association

Cold War Spy Flights – The Inside Story

Presented by

Lieutenant Colonel Bruce Bailey, USAF, Retired

About our Speaker for Saturday, April 6, 2002

Author, Bruce Bailey was born and raised in a Deep South small town where mischief was the chief means of entertainment. He became so adept at it his reputation preceded him wherever he went. He looked like Howdy Doody, talked like Huck Finn and misbehaved like Dennis the Menace. His bright red hair, acting as a beacon to draw attention to all his other faults, made him the one to pick on or blame for everything. He learned to fight of a necessity and grew to fear nothing. His reputation got him kicked out of all the best southern colleges, but he finally found a home in the military. He learned of a weird outfit flying very secretive missions in strange-looking aircraft – it was a perfect match. Receiving his wings and completing Electronic Warfare School, the young lieutenant was assigned to the 55th Strategic Reconnaissance Wing and for the next 22 years was involved in what is commonly referred to as “Spy Flights”. He was assigned to the well known ‘spy planes’, such as the RB-47, RB-57, U-2, DC-130, SR-71 and RC-135, plus many one-of-a-kind and still unknown aircraft. He became known as “the authority” on enemy capabilities and the methods of extracting the needed intelligence on them. His willingness to do the jobs others wouldn’t and his expertise and ingenuity in doing them permitted him to get away with many stunts that would normally end a career or result in imprisonment. He spent an entire career working underground or in buildings that had no windows and he was not allowed to have a picture of any of the aircraft he flew. Wherever his group went, they were isolated from all others and were referred to as ‘Brand X’.

After several reunions of his old outfits and hearing all the war stories over and over, he knew that some of those tales must be preserved. That led to his writing two military histories and numerous articles for aviation, historical and technical publications. It became increasingly difficult to get official release for his writings and presentations. After three years of red tape on the history of the 55SRW, *We See All*, he went a new route - through the back door of the White House. A personalized copy was printed up for the President, which he endorsed enthusiastically thus paving the way to publication.

Still a heavy veil of secrecy hung over all the cold war intelligence programs. Knowing the time of disclosure was nearing, he prepared for it by writing *As The Crow Flies* and



several other stories about those vital programs which have so greatly influenced our past forty years. The lid was finally cracked in 1993, leading to special reports and documentaries by the major networks, A&E, BBC and others. He has appeared on many of those programs and co-authored eight books about the ‘spy planes’ and their operations.

To illustrate what an oddball he is – his first flight ever (Piper Cub) ended with a crash into the top of a very tall oak tree, yet he made flying his career. He spent the majority of his military career at remote overseas bases and was declared killed in action three times. Those long separations meant his kids didn’t know him and his wife was able to tolerate him. He has a wife and four kids: a son in San Jose, a son in Boise, a daughter in Madison MS and a daughter who is dragging him from Fresno to Dallas. His oldest son followed in his footsteps and flew the same aircraft as his dad (RC-135s). The youngest daughter also tried the military and was involved in Desert Storm. He now hangs around the house, writes books and tries to stay out of trouble.

Published books: *We See All*, *Strategic Reconnaissance*, *As The Crow Flies*, *Rencounter*, *Essential But Expendable* and *Red-Headed And Wrong-Handed*.

Several publishers have printed many of his works, to include: *View from the Top*, *A Crow’s Story*, *SIGINT in Southeast Asia*, *Drones in Vietnam*, *Melons and Mailboxes*, *A Fishing Trip*, *Look Out I’m Gonna Wheel Her Aroun’*, *Two Heads Are Not Always Better Than One*, *Roll Call*, *Burn Detail*, *From the Crow’s Nest*, *Long Hard Winter*, *Camels and Cadavers*, *Orientation*, *Silver King*, *Ace in the Making*, *Miss Mae’s Mirages*, and *Where’s the Cakee?*

As The Crow Flies is available at: Booksurge.com under author name of R. Adam Solo

Rencounter and *Essential But Expendable* are avail at: Xlibris.com/bookstore also under the author name of R. Adam Solo

Red-headed And Wrong-Handed is available at: 1stBooks.com under author Bruce M. Bailey

Coming soon is a must have, *Flying The RB47*, also from 1stBooks.com.

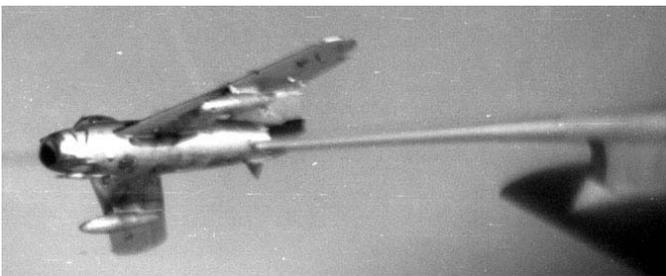


PRESIDENT'S CORNER



CDF Battalion Chief Dan Ward shared a great deal of valuable information about aerial fire fighting and fire safety at our March 2nd meeting with his fascinating slide presentation and lecture. We learned, among other things, how to properly describe a fire from the air to ATC in terms of the left and right flanks, the heel and the head.

Our previously scheduled April 6th speaker Ted Carr has a scheduling conflict and will address us at another time. I am happy to report that **author, Lt. Col. Bruce Bailey** will tell us everything we ever wanted to know about Spy Flights during the Cold War. He flew reconnaissance missions over the Russia/China border in a B47 sometimes with a Russian MIG off his wing as pictured below.



For our August 3rd meeting, retired Army Air Corp fighter pilot **Guy Watson** of Watson Propeller will present *The Best Fighter Plane of WWII* – or - *How to Start an Argument*.

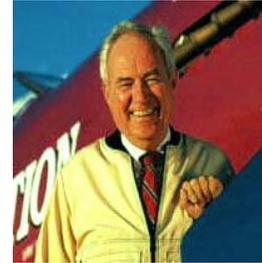


On July 19, 1989, the tail engine of United Flight 232, enroute from Denver to Chicago, sustained a catastrophic failure that created a hail of shrapnel, slicing the hydraulics lines of all three independent systems, leaving the aircraft "marginally controllable" at 37,000 feet. **Captain Al Haynes**, with the help of United's Chief Pilot Dennis

Fitch, who was on board as a passenger, quickly improvised a way to keep control of the aircraft by maneuvering the throttles of the remaining engines. To

the great amazement of aviation officials, the crew managed to bring the aircraft to a crash landing in Sioux City, Iowa, saving 184 lives. I am pleased to report that Captain Haynes will address our association members on January 4, 2003.

Thank you **Kent and Sandy Blankenburg** for providing



your east hangar for our June 1st meeting with guest speaker **Clay Lacy**. We are planning to have a barbeque that evening. Clay said he might keep his Learjet running on the Blankenburg ramp so we can roast marshmallows off the back of the engines.

Our Property Managers need **HELP**. Please consider volunteering to come an hour early to help set up or to stay a little later to help wrap our monthly meetings. Call Malcolm Milliron at 209-962-4508.

Thank you again to **Catherine Murphy** for finding the material and hemming twenty-four tablecloths with colorful airplane motifs for our monthly meetings. She spent many hours researching and ordering the material from several cities in California and Nevada, as well as expertly hemming each one. Many PMLAA members have asked about buying them. Catherine will be making these tablecloths available for purchase. Call her at 209-962-5833 or Malcolm Milliron at 209-962-4508 to place your order.

The latest PMLAA Member Roster is enclosed. Please contact us with changes and corrections. Our contact information is on the last inside page of this newsletter.



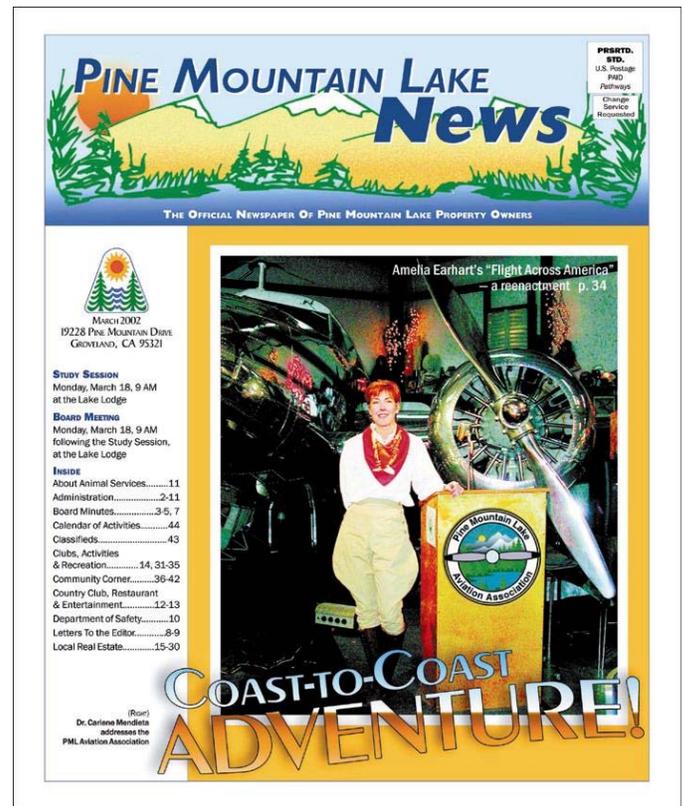
Fly Safely.

✈ **Keith Zenobia**

AS SEEN IN



PMLAA Members
Kent and Sandy
Blankenburg's
1938
Lockheed Electra
12A
showcased in the
German Publication
Flieger Magazine



March 2002 Edition

Editorial coverage of our February event with Dr. Carlene Mendieta who reenacted Amelia Earhart's flight across America in a 1927 Avro Avian. Thank you PML News Publishing Editor / Designer Tania Herfurth.

Blast from the Past



PMLAA Member Alan & Conni Buchner's 1932 Waco

Safety Corner

Avoiding the “Spin Cycle”

By Mike Gustafson

How many of you have gone out and performed the maneuver called a spin lately? I use the word “maneuver” on purpose because a spin is just another maneuver like slow flight, turns about a point, and landings.

If you learned to fly before 1949, then you had to demonstrate spin entry and recovery to get your pilot certificate. After 1949 the FAA dropped the spin requirement for all ratings except Instructor. Even instructors don't have to demonstrate much of a spin; they are only required to do a one-turn spin in each direction with appropriate recovery. A one-turn spin is not a fully developed spin as it takes about 3 turns before the spin is stable and dropping at 500 feet per turn.

Based on FAA statistics, one-quarter of all fatal General Aviation accidents are related to a stall/spin occurrence. The causal effects could be airframe icing, density altitude, a buzz job, or pattern work. Typical stall/spins occur when the aircraft exceeds the critical angle of attack near stall speed in a turn with either too little or too much rudder.

In my early days as an Instructor, I fell into a really sweet deal. I went to an AOPA show where Cessna brought in 3 Aerobats with Test Pilots and offered free spin training. For some reason no one signed up, so my buddy and I spent the entire day doing spins. That was fun and very educational. Since then, spins have been just plain fun to perform and teach.

The anatomy of a spin

In its simplest form, an aircraft cannot spin unless it is first stalled. If the entry to the stall is coordinated, that is the ball is centered, then a spin cannot develop. Normally, in a coordinated turn the high wing is turning faster than the low wing so it stalls first and levels the aircraft. In uncoordinated flight the low wing can stall first before the high wing and then a spin results. The spin starts because only one wing actually stalled and the other kept flying. In most spins, the high wing is the flying wing and the low wing is stalled.

The aircraft must be held in a stalled condition for the spin to fully develop, yoke/stick all the way back, pro-spin rudder is to the floor. Release either control and the spin is usually broken and a spiral develops. Spirals are more dangerous than spins. The speed in a spiral climbs really quickly and the recovery must be just right to not

over stress the airframe. Spin recovery stresses smooth gentle recovery before the speed gets out of hand.

There are three phases of a spin: Incipient, Fully Developed, and Recovery.

The Incipient spin is the entry from the stall -- the stalled wing has dropped, the flying wing is up and the nose of the aircraft has tucked under and all you, the pilot, can see is green earth starting to rotate. If no action is taken to break the stall and recover from the spin, then a fully developed spin is next.

Entry into an intentional spin begins with a power-off full stall and then requires full application of rudder in the direction you wish to see the earth spin. To stay in the spin you generally must hold full back elevator and pro rotation rudder. Don't be alarmed if the prop stops if you go past 2 or 3 turns, be sure the carb. heat is on and as soon as you recover the prop will start windmilling and then will start (at least it has every time I have done a multi-turn spin).

Entry into an unintentional spin usually occurs due to sloppy pilot technique. You're turning base to final, it is a hot bumpy day, you are slow trying to follow a J3 Cub who is taking up residence on final, you over-shoot final and try and horse the nose around with the rudder. Bingo, the wing drops, the nose tucks and you have half a second to do the right thing.

In a fully developed spin the aircraft settles down in rotation and is falling at about 500 feet per turn. After you have done a few of them, and are used to the affects, this is the fun part of the spin. You are going round and round, counting your landmark so you know when you have passed the 3rd turn or the 10th turn. It is here where contests get started on how accurately you can recover by calling your landmark for recovery.

A fully developed spin is not any more violent or dangerous than a one-turn spin assuming the aircraft is approved for spins and the CG is within limits. One of the really bad things that can happen in a spin is if the spin goes “flat”. A flat spin is just as it sounds, the tail drops down and the aircraft is spinning level. Recovery from a flat spin is more problematic as it requires copious amounts of power. A normal spin is with the nose down at a 30 degree or so angle.

Recovery from a spin is the same as recovery from a stall, elevator slightly forward and rudder against the high wing and full power. Another way of saying that is, release back-pressure, and rudder opposite the direction of rotation. I want to be very clear about the movement of the elevator as part of the spin recovery. All you are doing is breaking the stall. I have seen some students who throw the stick all the way forward in their quest to stop the world from rotating. All they managed to do was perform what is called a crossover spin, which is when the spin goes inverted.

Think about the mechanics of a spin and recovery – you want to get some air flowing over both wings and stop the rotation. If you push the stick all the way forward what happens is that at a certain part of the stick travel time the wing starts to fly but you keep pushing forward so the obedient aircraft, assuming you know what you are doing, flips over, all the while we have not yet stopped the rotation. So with the aircraft now inverted and the stick against the forward stops, we are in a stalled configuration only upside down and still rotating. Now the fun really begins!

Spin vs. spiral

Very often a pilot will get into a spiral recovering from a spin. As I mentioned before, a spiral is more of a heart-stopping maneuver than a spin primarily because of the speed and G-forces that can build up. If you leave the nose down too long and don't level the wings you are in a graveyard spiral, if you added full power as part of your recovery, well, things just got worse! The G-forces are mounting and speed is increasing, the recovery is power off, level the wings and then very slowly raise nose. The last few seconds as you pull the nose up you may pull 3 or 4 G's. You can avoid all this trouble by not pushing so far forward with the stick and getting the wings level as part of the recovery.

A very old flight instructor, retired from NASA, once gave me some aerobatic instruction and we talked a lot about inadvertent spins as a result of botched aerobatic maneuvers. He could tell if a particular airplane was prone to spin by how big the rudder was and by how much it extended below the horizontal stabilizer. He owned a Mooney and pointed out that it did not have much of any rudder below the stabilizer and was not a safe plane to spin. He related a story about a Mooney test pilot who told my friend that if he ever did spin the Mooney to drop him a line and let him know how it went!

The point is, not every aircraft is safe to spin for a variety of reasons. In some cases an aircraft is approved for spins based on certain CG positions only. I can from first hand experience tell you that if the aircraft you are going to spin has a full set of gyros they will be ruined after about 3 turns! If you get really interested in getting nose to nose with spins find yourself a Cessna Aerobat, Citabria, Starduster or any of the many fine aerobatic airplanes that are easily rated for such maneuvers. Hire an instructor who has parachutes and has done more than one spin, climb up to 5000 agl and have at it. **For the purists a spin is considered an aerobatic maneuver and parachutes are required unless the spins are being performed for CFI training.** The first few will be breath-taking but after you have a few multi-turn spins under your belt you will gain an increased level of pilot technique that may one day save your bacon.

Happy flying and watch out for the deer.

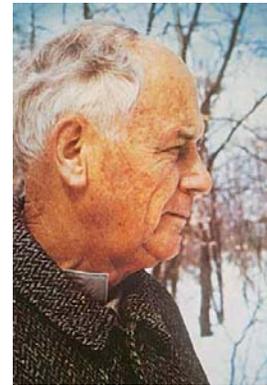
With credit to:

Meg Godlewski, Rod Machado, William Kirshner ✈

BOOK REVIEW

ANOTHER LINDBERGH BIOGRAPHY

Thanks to Wayne Irwin I've been reading A. Scott Berg's 1998 biography of Charles A. Lindbergh, titled simply Lindbergh and published by Putnam. Many of us who fly or are fascinated by aviation and its heroes are familiar with the several books by and about this complex man, his deeds and misdeeds. Berg's book is thorough and reasonably objective. The author covers not only Lindbergh's careers but also those of his wife, Ann Morrow, a writer and pilot herself and the daughter of a United States ambassador to Mexico.



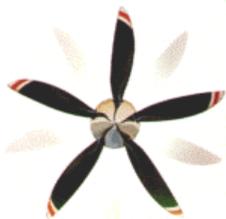
Lindbergh, who was both adored and detested during his lifetime and is now respected for his achievements, was prideful, stubborn, awkward, fearless, and dedicated to his beliefs. Most of us today think only of his intrepid flight in 1927 between New York and Paris; that was just the first of his achievements. He worked to develop commercial aviation, charting air routes for the budding industry; assisted Nobelist Dr. Alexis Carrel in the research and development of the perfusion technique which led to the "artificial heart;" served in the U.S. Air Force during World War II and flew missions in the Pacific, although he was there as a "civilian advisor" and thus forbidden combat duty; and, became a philanthropist and conservationist serving all over the world.

On the minus side, he drew the hatred of many Americans when, during the mid-1930's, he was a spokesman for the "America First" organization, whose isolationist views conflicted with our government's growing awareness of the tragedy developing in Europe. Lindbergh spoke his mind, often unwisely, so that he was branded a bigot and a Hitler dupe, threatened, and told to "get out of town." The deep sympathy once felt for him and his family when their small son was kidnapped and killed disappeared – Lindbergh had become a pariah.

After the war Lindbergh disappeared from the public eye as he devoted himself to conservation and philanthropy. In 1974, aware that he was dying from lymphoma Lindbergh chose to live in Hawaii, and there he was buried. He helped dig his own grave.

✈ Mary E. Kelly

PROP WASH

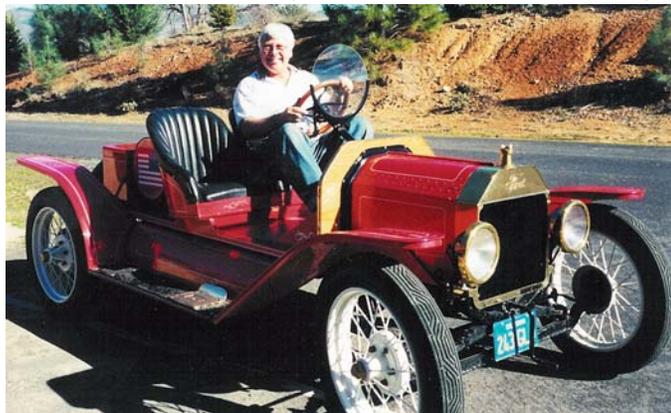


Boy-oh-boy, was Keith Zenobia, our “Fearless Leader” red-faced (His face was flushed, but his broad shoulders saved him!)...You should have been at the Corsair when Keith decided to play waiter. There he was, pivoting gracefully, a plateful of Tuna Melt on his outstretched arm, headed for Nina

Jobe, when WHOOSH, the yummys shot off the plate, as if off the deck of an aircraft carrier! No one is certain if Keith had time to salute. At any rate, “Target Bill Ross” just managed to duck so that only his upper back took on a new look. Flak jackets are now standard issue at the Corsair!



Now that Captain “Larry Sez” Jobe has ceased to jet



through the “friendly skies,” he has a new love: CARS, lots of cars...old cars...very old cars. He is now the “daddy” of three beautiful creations: a 1911 Hudson and two Ford Model T Speedsters. One is a bright yellow 1914 for Larry, the other a scarlet 1923 for Nina. If you’re alert, you might spot them cavorting down the taxiway!

Ric and Gloria Marler are the rascals who infected Larry with the “old-auto virus.” They just purchased a neat 1911 maroon and black brass Buick. When Ric phoned



home to solicit Gloria’s approval, she said, “Sure, Honey, as long as there is still room in the hangar for that vehicle with the wings.” They already have a 1911 Model T Ford, and a black 1914 Buick, as well as the 1915 Buick pictured above. All original!

✈ Betty Correa



EARLY SPRING

Four killdeers skitter on stilt-like legs,
Their shrill cries warn,
Piercing the silent morn.
A lone, iridescent bluebird rises and falls,
Silent, swift in flight,
Suddenly gone from sight.
A rufous-sided towhee busily scrabbles
Through winter’s dry debris
With purposeful industry.
In calm, flowing flight a blue heron’s wings
Rhythmically fall and rise
Against early morning skies.
Legs trailing, beak thrust forth,
He cruises slowly, smoothly, north.

Finally, another bird — manmade, of metal —
Rises, lordly, from the ground,
Making its own peculiar sound,
And disappears – outbound.

Mary E. Kelly

Aviation Theme Tablecloths

available from
Catherine Murphy

Call 209-962-5833



Pilots are a rare kind of human
– Jose Maria Velasco Ibarra



Meet our **NEW PMLAA Members**

-- Virginia Richmond, Profile Editor

This month we welcome two new families to PMLAA.

Judith and Paul Bunt

878-3340

paulbunt@goldrush.com, jmshimer@inreach.com

Judith and Paul's families are practically pioneers; they've been in this area for over 60 years. The Bunt and McMann families owned adjoining cattle ranches in Greeley Hill and they couldn't stand each other growing up! But, just like in the movies, Judith and Paul met again many years later. They married in 1993 at her family ranch and live in a house that was built in 1856.



Paul is an attorney in Groveland; he handles estate planning, real estate law and probates. Paul flew C130s during his Air Force stint and has loved planes and flying ever since.



Judith is an image consultant who works with individuals and small companies to help them create the right look for their target market. She is also active as a volunteer with the Mariposa County

Children and Families First Commission. This is the group administering the money earned from



I fly because it releases my mind from the tyranny of petty things – *Antoine de Saint-Exupery.*

tobacco taxes to help in the health and education of small children.

Welcome to Judith and Paul.

Barbara and Dick Davis

962-5033

BarbaraD@sonnet.com

Barbara and Dick Davis bought a lot at PML seven years ago when they lived in Modesto and wanted weekend access to a lake. As Barbara says, "one thing leads to another" and before you know it they had built their home here, because they loved the community. Barbara commuted to her job at the Modesto Irrigation District for three years, with Dick as her personal chauffeur, and now they are both retired and happily settled into full-time life at PML.



Dick spent his career with the Stanislaus County Probation Office, most recently as Supervising Probation Officer. He has some pretty interesting tales to tell!

Barbara and Dick are avid tennis players; they belong to the Racquet Club, and are now taking up golf. They also love to sail their Compac on the lake all summer.

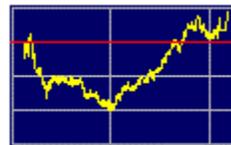
Friends introduced them to the Aviation Association and they are enjoying our new newsletter and learning about our activities. Welcome Barbara and Dick!

Elizabeth and Barrett Giorgis

962-7570

b.giorgis@att.net

Elizabeth and Barrett have been spending weekends at Graham Ranch for the last four years, since good friends "nagged" them into looking at homes here. During the week they live in San Francisco where Barrett is a producer of local news, public affairs and sports shows for AT&T broadband. Elizabeth is the office manager for



an investment firm. The Giorgis have one son who is pursuing a theater career in San Francisco.

Barrett has been flying for nearly 30 years, mostly 172s from the Alameda Aero Club. He has his IFR and seaplane ratings.



Elizabeth comes from an aviation family too. Her father ran the Grand Canyon Airport, the Freeway Airport in Tucson and a training facility for the Army Air Corps. He was inducted into the Pima Air Museum Hall of Fame in Tucson.

They were introduced to the PMLAA by Ron Wren, and look forward to participating in many events.



ON THE FAST TRACK

PMLAA's newest member **Tyler Orsow** celebrated his sixteenth birthday on February 27th by soloing five different aircraft at Calaveras Airport and qualifying for his student license. His big day began at 8:30 a.m. with three solo water landings in a Piper Cub equipped with floats on a pond at the Spank Ranch near Angels Camp.

At Calaveras County Airport's Maury Rasmussen Field, Tyler's next solo flight was in a Sky Raider SR-II, which he built from a kit over 2 ½ years. His future step-dad **Bud Field** helped finance the project. Tyler is pictured in the top two photos with his Sky Raider, which is 17 feet long, has a 28-foot wingspan and an empty weight of 431 pounds.

The home-built is powered by a 60 hp engine and the propeller was made by Craig Act of Act Propellers in Mountain Ranch. It cruises at 75 mph and max cruise is 100 mph.



Tyler went on to solo a Piper PA-12 Supercruiser, a Piper AE-1 and a Piper J-5 Cub. I was able to take the photograph below of Tyler in the red and white J-5 from the right seat of Kent and Sandy Blankenburg's 1952 Cessna 195 Businessliner.

The student pilot license limits Tyler for one year from carrying passengers and flying beyond a 25-mile radius of the airport. In one year he will turn 17 and get his private pilot license. He intends to fly for the airlines.

Tyler's mom, **Terry Campbell**, owns **NorCal Aviation**, a seaplane flight instruction school based at the Calaveras Airport.

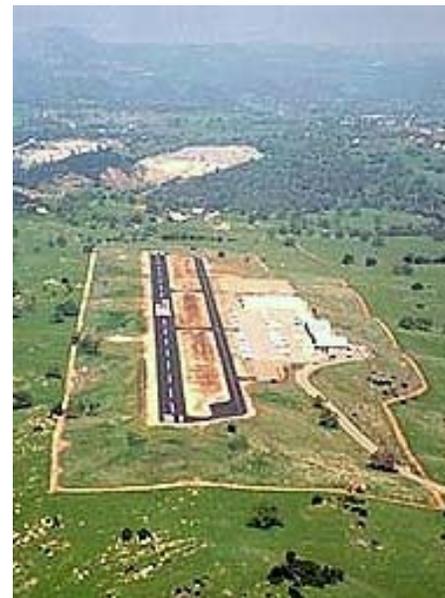
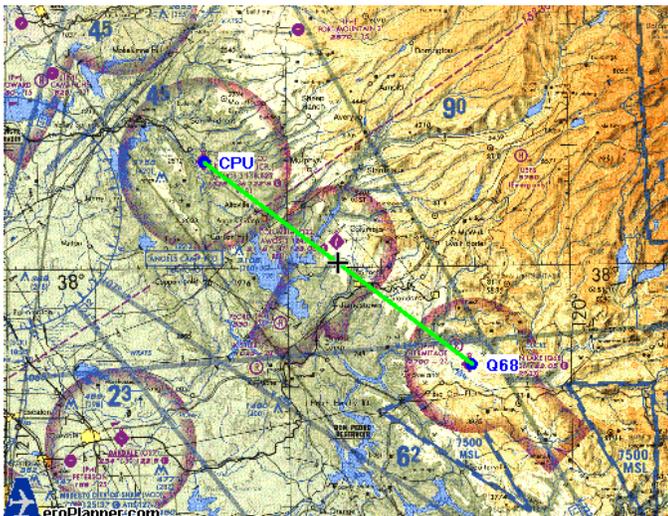
We welcome Terry, Tyler and Bud to the Pine Mountain Lake Aviation Association.

✈ Keith Zenobia

Join the PMLAA for a one-day Fly-out to visit our neighbors in Calaveras County.

Fly in to the Calaveras County Maury Rasmussen Field (28.1 nm northwest of Q68) on **Saturday, April 20th** for a fun-filled day. Airport Day is an annual event that participators and attendees enjoy. Breakfast, lunch and great snacks are provided by local non-profit

three miles south of San Andreas off Highway 49. The airport is at 1309 feet elevation, has a 3600 foot paved runway, 13-31, a wind tee, a parallel taxiway with reflectors, fueling facilities, VASI system and a fixed base operator. It's a beautiful setting for an airport,



located on a ridge with no obstructions and is popular for fly-ins year-round.

This will be a terrific opportunity to get to know some of our good friends in Calaveras.

For additional information, call **Karen Davids** at 209-736-0825.

organizations and the static display gets better every year. The eleventh annual Airport Day is from 8 to 5. The Calaveras County Airport (209-736-0123) is located

✈

CLASSIFIEDS

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

WANTED

✈️ Parts for experimental airplane with 12 volt electrical system which are new or in very good condition. No junk please. Parts needed include a heated pitot tube, wingtip strobes, gascolator suitable for 300hp engine, duplex fuel selector valve, flush mount wing fuel tank filler cap, battery contactor, position lights, eyeball vents, low clearance comm antenna (bent style), marker beacon antenna, transponder antenna, ignition/mag switch, other miscellaneous airplane parts which you think might be useful. Please contact Jim Thomas at 209-962-0910.

✈️ Seeking to rent or buy a hangar at Pine Mountain Lake Airport for my Cessna 182. Please contact Tom Tingley at 209-962-0499.

✈️ Retired Professor will share fuel costs for scenic flights from PML. Philosophy discussions gratis. Please contact Don Anderson c/o Bill and Norma Anderson at 209-962-0337.

LOST and FOUND

Left behind at the March 2nd Potluck: one Corningware casserole serving dish, one large serving spoon, one slotted serving spoon, one serving tong. Contact Sylvia Nestor at 209-962-4014.

FIRE SAFETY

Elsewhere in this issue the timely and interesting talk given by our March speaker, Dan Ward, has been discussed. Dan's talk made a lot of us stop and think about our own situations should another forest fire threaten us — and we can be sure it will, some day.

In the PML News March issue, Board President Louis Dentici warned us that a general inspection regarding fire safety will be taking place throughout Pine Mountain Lake.

These two reminders of the problem of fire in our foothills made me stop and look at my own homestead, which is surrounded by oaks and more or less decorated with plants my husband and I put in twenty years ago. The blue-flowering ceanothus bushes have about exhausted their life span and are dying, so out they'll come this year. There's a valiant native oak which resisted the trammels of construction and is now much too close to the house. Out it will come. That's for starters. And with my son's help I'll probably re-locate my woodpile.

The slides Dan Ward showed convinced me that my house, even with its roof of concrete tiles, is not impervious to fire, so it looks as if I'll be busy this spring!

➤ **Mary E. Kelly**

NORTHERN YOSEMITE EAA CHAPTER 1337 HOLDS MEETING AT PML AIRPORT

The Northern Yosemite EAA Chapter was formed last year and meets the second Saturday of each month, normally at Columbia Airport. Their March meeting was a fly-out to PML Airport and included a visit to the Blankenburg's hangars, Wayne Irwin's Questair Venture, and lunch consisting of gourmet hotdogs and chili prepared by Sean Brady and Patty Haley at Jim Thomas's hangar. About 60 members and guests attended.



A main goal of the Northern Yosemite EAA Chapter is to promote the "Young Eagle's" program. This program is focused on promoting

kid's and young adult's interest in aviation. EAA Chapter 1337 has approximately 20 active "Young Eagles" who attended this PML fly-out. The Chapter treasurer, Shane Wallace, grew from young eagle to a full-fledged pilot when he recently received his private pilots certificate. Tim Deike is the Chapter 1337 "Young Eagle's" coordinator in addition to being the Chapter president.



There were several homebuilt/experimental aircraft on display at Jim's hangar including Buck Buchanan's 99% complete Dragonfly, Jack Hessler's flying Coot amphibian, Kay and Hugh Smith's RV-6A, and Jim Thomas's partially completed Lancair Legacy. Unfortunately, time did not allow the opportunity to visit other homebuilt projects located around our airport. Hopefully, the Chapter's next fly-out to PML scheduled for August will allow a visit to those aircraft.

Special recognition are due to Dick Collier and Buck Buchanan who flew EAA members from Columbia Airport to Pine Mountain Lake Airport and then back again. It is rumored that Buck flew one trip in the morning and 3 trips in the afternoon. That's 8 takeoffs and 8 landings in one day so Buck's currency requirement was definitely been fulfilled. Thank you Malcolm Milliron for helping to make everything smooth.

Many thanks are extended to all those who helped make this aviation event a great success.

PROPOSED SPORT PILOT CERTIFICATE By Jim Thomas

The FAA is in the process of accepting comments on the proposed Sport Pilot Certificate. This is a new pilot certificate, which will, among other things, allow pilots with a pilots certificate and a current drivers license to fly specific aircraft. In other words your drivers license will be your valid medical. It could be a real blessing for those pilots who have lost their FAA medical but still have the passion to fly. Although the new proposed Sport Pilot Certificate contains requirements for the aircraft, maintenance, instruction, and pilot qualifications, this article will only briefly explain the pilot and aircraft requirements. Keep in mind these are proposed regulations and currently published for public comment in the Federal Register. You have an opportunity to add your input. Any of these requirements could change during the regulatory process.

Obtaining the proposed Sport Pilot Certificate for a person who already has their private pilot license (or higher) certificate would require that the pilot:

1. Be able to read, write and understand the English language
2. Hold a current and valid U.S. driver's license or an FAA airmen's medical certificate
3. Obtain a logbook endorsement from an authorized instructor certifying proficiency in the category/class and make and model of light-sport aircraft you intend to operate. (Please note the make and model requirement.)
4. You must comply with all restrictions on your driver's license and you must not act as pilot-in-command if you know you have any medical condition that would make you unable to operate the aircraft in a safe manner.

The proposed requirements for the aircraft flown in the new Light-Sport category are:

1. A maximum of 2 occupants
2. A maximum take-off weight of 1,232 pounds (560 kg.) or less
3. A 39 knot (45 mph) stall speed in the landing configuration or 44 knots (50 mph) for aircraft without lift enhancing devices
4. A 115 knot (132 mph) maximum operating speed
5. Single engine
6. Fixed landing gear or repositionable gear for a seaplane

Some current certified aircraft that meet this requirement include but are not limited to:

Aeronca 7AC	Porterfield 40 & 50
Interstate S-1 Cadet	Taylorcraft BC12
Luscombe 8, 8A, 8B & 8C	
Piper J3, J4, PA-11, PA-15 & PA-17	

Many models of the above manufacturers aircraft do not meet the 1,232 pound gross weight restriction. As a matter of fact the Cessna 120, 140 & 150/152 do not meet the gross weight restriction since they are 1450 to 1650 gross weight. I will be providing a comment to the FAA that the gross weight should be increased to 1500 pounds allowing some of those aircraft to be included in the Sport Class Category of aircraft.



Both the Aircraft Owner's & Pilots Association (AOPA) and the Experimental Aircraft Association (EAA) are working with the FAA to develop the new regulations. The EAA is reviewing the public comments on the proposed regulations along with the FAA. Therefore, comments submitted should be submitted in duplicate prior to May 6th, the comment cut-off date. If you are interested in commenting on the proposed Sport Pilot regulation or if you are just interested in learning more about the proposed new Sport Pilot Certificate you can go to the Sport Pilot Website at www.sportpilot.org. If commenting by US Mail, send your duplicate comments to:

Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh St., SW
Washington, DC 20590-0001

For those of you who don't have web access, please feel free to contact me at 209-962-0910 and I will provide you more detailed information about this important new regulation which may help many of us get back in the air legally!

PINE MOUNTAIN LAKE AVIATION ASSOCIATION
T-Shirts, Caps and Badges for Sale
Contact Rich McGlashan
209-962-7928

The advertisement features a man and a woman wearing white t-shirts with the Pine Mountain Lake Aviation Association logo. The man is standing and the woman is sitting. The background is a map.

PMLAA



General Meetings

First Saturday of the month at The Lake Lodge unless otherwise noted

EVENT DATE	SPEAKER	TOPIC
January 5, 2002	Lieutenant Colonel Rich Perkins	"Spy Ops", Flying the U-2
February 2	Dr. Carlene Mendieta	Amelia Earhart's "Flight Across America" Reenactment
March 2	CDF Battalion Chief Dan Ward	Aerial Fire Fighting
April 6	Author, Bruce Bailey, Lt Col USAF	Cold War Spy Flights – The Inside Story
May 4	Medi-Flight's Frank Erdman with helicopter & crew <u>at the Sloan's hangar</u>	Air Ambulance Operations
June 1	The Pilot's Pilot, Clay Lacy <u>Barbeque at Blankenburg's east hangar</u>	To be announced
July (No Meeting)		
August 3	Guy Watson of Watson Propeller	<i>The Best Fighter Plane of WWII or How To Start an Argument</i>
September 7	To be announced	
October 5	To be announced	
November 2	Ken Orloff	Aircraft Accident Investigation – to be announced
December 7	Thanksmas Party	Too Much Fun
January 4, 2003	United Captain Al Haynes	The Story of United Flight 232

PMLAA Board Meetings are held on the Wednesday following each General Meeting at 7:00 p.m.

Upcoming Board Meetings:

April 10, 2002 at Judy and Dick Collier's residence

May 8, 2002 at Pat and Paul Price's residence

Board of Directors

President:	Keith Zenobia	209-962-4014
Vice-president, Airport Affairs:	Dick Collier	209-962-6400
Vice President, Social Affairs:	Pat Price	209-962-7431
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**PO Box 131
Groveland, CA 95321**

Pine Mountain Lake Aviation Association General Meeting

Saturday, April 6, 2002

Social Hour begins at 6:00 p.m. - Dinner at 7:00 p.m. - Speaker at 8:00 p.m.

Please bring your own beverages and enough food to accommodate you, your guests and a few more.

Coffee, paper plates & plastic utensils will be available but feel free to bring your own service.

Guest Speaker

Author, Bruce Bailey, Lt. Col. USAF, Ret.

Cold War Spy Flights – The Inside Story



PINE MOUNTAIN LAKE
AVIATION ASSOCIATION
P.O. Box 131
GROVELAND, CA 95321

