



Volume 17, Issue 9, September 2002  
A Monthly Publication of the Pine Mountain Lake Aviation Association

## The Wonderful World of Whirlybirds

Presented by

### Mike Clancy of Robinson Helicopter

About our speaker for Saturday, September 7, 2002

Mike Clancy takes his job as Robinson Helicopter's Quality Assurance Engineer very seriously. He has held several positions in Quality Assurance with them since 1987. Much of the time he was involved with airworthiness certification as part of Robinson's FAA Production Certificate. A Production Certificate allows the FAA to delegate airworthiness inspection to designers with the subsequent issuance of either a Standard Airworthiness Certificate or an Export Certificate of Airworthiness.

Mike is an A&P, IA and an FAA Designated Airworthiness Representative (DAR). He is an instrument rated private pilot and flies to Pine Mountain Lake in the 1946 Ercoupe he has owned since 1971.



Mike is familiar with most of the manufacturing and assembly operations done at Robinson. Many of the manufacturing operations of helicopter parts are performed at the factory in Torrance, CA.

Robinson is the best selling piston-powered helicopter in the world, with the 4-person R44 in first place and the 2-person R-22 in second place. The company has prospered since the early days when there were enormous struggles to keep things going. Mike will speak about his experiences at Robinson and what is on the horizon for future development. He will also discuss the many varied

uses for the company's products.

As an added bonus, Vicky Benzing and Carol Simpson will have their helicopters parked near the Sloan ramp, where the event will take place. We will even hold a drawing for a scenic helicopter ride.

The Pine Mountain Lake Aviation Association is delighted to welcome Mr. Mike Clancy as our September 7<sup>th</sup> guest speaker.



## PRESIDENT'S CORNER

**G**uy Watson was a big hit at our August 3<sup>rd</sup> meeting in Dwaine and Renee Carver's hangar. We have invited him back to speak on the art and science of propeller design, but with the condition that he spends more time with us in magical Pine Mountain Lake.



I spent 14 days out of town in July without adult supervision. That's right, Sylvia wasn't there to keep me in line. I missed her terribly but wow, what a terrific trip! I got to fly right-seat in Kent and Sandy Blankenburg's gleaming 1938 Lockheed Electra 12-A. Our first stop



was beautiful McCall, Idaho to visit **Kris and Kris Cox**. Here's a shot of their massive hangar, which should be completed very soon. They're doing great and send their best regards.

Our next stop was Felts Field in Spokane, Washington for the weekend to enjoy the Northwest Biplane and Antique Fly-in. This fabulous event is organized by **Addison Pemberton** who magically restores "basket-case" antique airplanes with his two sons. By the way, Kent and Sandy's Lockheed Electra won Grand Champion at the fly-in.

We joined a pancake breakfast fly-in on Saturday to



Deer Park, Washington, not far from Felts Field. Sandy and I got to be bombardiers in the flour bombing contest in Addison's magnificent 3-place 1931 Stearman 4D Speedmail biplane. Mike Lionudakis, who accompanied us on the trip, and I got some stick time in CFII Addison Pemberton's 450hp Stearman. Addison is currently restoring a 1928 Boeing 40C from a few rusty bones and in about three years he'll be flying the only living example. It's hard to imagine anyone more passionate about aviation and the preservation of aviation history. I'm happy to report that Addison has agreed to speak to our group in the first half of 2003.



We flew direct to Oshkosh on Sunday for EAA's awesome 50<sup>th</sup> AirVenture. Here's a group shot of some of our PMLAA members at the event. See more photos on the next page.



PMLAA member **Carlene Mendieta** won a plaque for her gorgeous Rose Parakeet A-4C.

The *Paul Poberezny Award For Classic Homebuilt* went to New PMLAA members **Patty and Maynard Ingalls** for their stunning Starduster Too.

On the return trip, we stopped in Minden, Nebraska to visit Pioneer Village Museum with its numerous unrestored aircraft, aircraft engines, propellers and much more.

Our next stop was Grand Junction, CO for a calendar photo-shoot of the Lockheed previously arranged by Timberline Aviation.

†

**W**e have been receiving a great deal of positive response to the staging of our monthly meetings at private hangars instead of the Lake Lodge in the warmer months. We would like to continue this approach but we need help. It is significantly more labor intensive to set up and break down events at hangars. PLEASE consider volunteering to assist our property managers. Just call Malcolm Milliron at 209-962-4508 or Sean Brady at 209-962-0422. Thank you.

On the subject of our growing membership (now at approximately 450 individuals), a few members have expressed that they would prefer a smaller group with membership limited to pilots only or to Pine Mountain Lake residents only.

I believe our open-door policy is positive. As we grow, we enjoy strength in numbers, which helps us protect our airport. We also enjoy the opportunity to make new friends from other aviation communities and to spread general aviation awareness to the public. My goal as President of the Pine Mountain Lake Aviation Association is to promote general aviation and foster the growth of our superb organization. Please contact me by phone, e-mail or snail-mail with your suggestions and concerns. Thank you.

Please fly safely.

✈ **Keith Zenobia**

# Sensory Overload

## 50<sup>TH</sup> AIRVENTURE OSHKOSH ★ 2002 EAA





SEPTEMBER 11, 2001

# Safety Corner

## Night Landings: When things go bump in the night

- by Mike Gustafson, CFII

The FAA defines night as “the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.” Bet you didn’t know that we have our very own almanac!

Official night is important in case you are not night-current. To be night-current you must make 3 take-offs and landings to a full stop, before you can carry passengers. The night currency rules also throw in one little zinger-- take-offs and landings must take place one hour after official sun down or one hour before official sunrise.

The NTSB and the FAA are looking into the official definition of “night” as it applies to mountain airports due to a number of high profile accidents that were caused by night conditions but were, in fact, almost an hour before “official night.” As the sun gets lower on the horizon, mountains, ridges, even hills will cast the airport into “night” conditions well before real night begins. Shadows can cross the runway in weird angles and give false landing clues to the pilot. Think about South Lake Tahoe and its proximity to the mountain to the west as an example of this effect.

Night landings provide an exciting challenge in the best of situations, but add mountain terrain and the results can be disastrous.

I suggest that you should never land at a mountain airport at night unless you have previously landed there in the daytime. One of the biggest problems with night landings is the lack of visual cues. Yes, I know I state the obvious, but most night landing accidents (excluding deer) result from running off the end of the runway. I call this the black hole effect. Because you can’t see the terrain below, you stay high throughout the approach, ignoring the VASI, and then try to plant it on the runway. You find yourself gliding along the runway waiting for all the excess speed to bleed off.

Runway lights and the width of the runway also can set you up for a loud bump in the night. If the runway is wider than you are used to, you will try to get the light spacing to “look right” for your flare. If the lights are wider than you are used to, you will flare high, if they are narrower, then you will tend to delay your flare.

Landing at night places an even stronger requirement that you fly the pattern at the correct altitude and speed, turn your base and final at normal spacing and altitude and as soon as you are on final, use the approach aid

VASI. Yes, the pucker factor will be high because every part of your untrained sense will be screaming to stay high. Also be aware of the runway differences from your home airport and think yourself through the flare.

I find that the use of strobes often helps pick up the runway surface, but you must give yourself time above the runway to pick up the cues. If you are high and fast, events will be getting out of hand.

Almost every VFR accident report I researched for this article could have been avoided if the pilot had just gone around and slowed things down a bit and flown a normal pattern.

Remember, some airports are not even approved for night landings. They may have runway lights and a rotating beacon, but due to terrain problems, are just too dangerous. Be sure to check the airport guide before you assume that night landings are approved.

All of this assumes good weather, no winds, and no deer on the runway. An IFR approach with circling-to-land minimums at an unfamiliar airport just ups the pilot workload. If it has been years since you last were night-current, find yourself an Instructor to ride with you for safety’s sake. If you are just a few months out of currency, go out during the twilight period to start your landing practice and work it into official night.

Night flights can be a nice break in your usual daytime flight plans, providing a different look and feel to the flight experience. Just don’t let the last 5 feet ruin your evening!

Fly safe!



Mike Gustafson practicing night landings.

## PROP WASH

It seems everyone flew off somewhere this month to places like Paris, Alaska and Oshkosh. July brought lots of love and romance.



**Mary Kelly's** granddaughter Andrea Urrutia, married Joe Di Maggio's son Neil, so she is now Andrea Di Maggio. (No, not the famous Joe).

PMLAA members **Guy Hendersen and Petra Tortorelli** were married July 13 at the Blankenburg's east hangar. They were in school together at Tenaya years ago where Mary Kelly taught them. For their honeymoon, they cruised north for a camping tour of Alaska.

**Marcia Sydenstricker's** son Russell, an award-winning teacher, got married in Visalia.

Best of luck and happiness to them all, from one who knows after 50 wonderful years with Don.

✈ **Betty Correa**

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### MIDSUMMER LIGHT IN EARLY MORNING



In the east  
Above tree-green hills  
Rise gray rocky snow-patched peaks  
And above these peaks loom layers of cumulus  
Billowing high against a changing sky  
The sun slowly reaches its rays  
Across stretches of cloud  
That modulate pink to gold to white  
Across a bluing canopy.  
In the mirroring west  
Over rolling low hills of silvery dry grass  
Lesser cumulus rise on streaks of stratus  
And reflect the colors of the east.  
I am surrounded by splendor.

**Mary E. Kelly**

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Thank you to Lee Thomas for her mini-landscaping project. Our little airport office has taken on a new look! Lee dug out the old, hard-packed soil, brought in fresh planting mix, and planted rosemary in front of the office. This inspired one of the county's airport employees to repair and paint the railing around the front, and to add planter boxes filled with petunias. He even installed a watering system. Lee is delighted, and the improved appearance of the building is great. Thank you! (Editorial note: We do have some wonderful people around here!)

✈ **Mary E. Kelly**

## PETRA TORTORELLI AND GUY HENDERSEN WERE MARRIED JULY 13, 2002 AT THE BLANKENBURG'S EAST HANGAR



**Our friend Rich McGlashan has had some bumpy hospital rides recently but he's doing fine. Welcome back Rich.**

### REMINDER

Please do not over-fly Pine Mountain Lake.



## Meet NEW PMLAA Members

-- Virginia Richmond, Profile Editor

We're delighted to welcome several new members to the association. Please read on and meet them.

### Jody and Dan Sorkin

925-952-4408

dansorkin@msn.com

Jody and Dan live in Rossmoor in Walnut Creek and are frequent visitors to PML. They fly in with friends Ron and Janice Wren who own a T182RG and have a home in PML, or rent from the Oakland Flyer's Flying Club.

Dan is a 5000-hour pilot with ASEL, AMEL, Instrument, Comm, Glider and Airplane CFI. Dan says his brave wife Jody is his "last surviving student." Dan no longer instructs, but he does still give Biennial Flight Reviews.

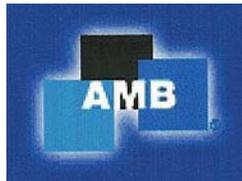
In 1959, he flew around the world in 40 days in a highly modified Piper Apache, starting and ending in Chicago's Meig's Field.



Dan retired ten years ago from a 50-year career in radio and television broadcasting. He had shows in Chicago (WCFL) and San Francisco (KSFO). He is also the founder, President & CEO of a very clever and whimsical Amputee Support Group called "Stumps 'R Us." Be sure to visit the website - it's a

wonderful service: [www.stumps.org](http://www.stumps.org).

Jody is an Executive Assistant to the president of AMB Corp. (an REIT) located on the Embarcadero in San Francisco. Daughters Kristin and Jennifer live in Sacramento with their families.



### Andrea (Andy) Cunningham and Rand Siegfried

209-962-0710

rand@talkingdrum.com

Andy, Rand and their two children McKinley (Micky) 11, and Cormac (Corny) 6 are moving to PML from Palo Alto in August. They purchased the Cox home at the airport.

Rand and all his siblings grew up in Illinois and were taught to fly by their dad. His first solo was in a glider on his 14<sup>th</sup> birthday! Many more followed.



Rand and Andy have a Beechcraft E-18S (Twin Beech) and a Baron C-55. Andy threatens to learn to fly when she "slows down." Micky is also interested in flying.



Rand is a board member of the Staggerwing Museum in Tullahoma TN, a board member and VP of the Twin Beech

Museum and has been on the EAA Foundation board for several years.

Rand is definitely a cool dad - not only does he fly airplanes, he also invents toys. His most recent venture was called Talking Drum.

Andy has been a fixture in Silicon Valley, ever since she launched the Apple Macintosh in the early 1980s. In 1985, she founded Cunningham Communications - one of the most successful PR firms in the high tech industry. Andy recently sold the company



to UK-based Citigate; she still runs the Cunningham subsidiary with A-list clients like AMD, E\*Trade, Quantum, Sun, PeopleSoft, Kodak, Sears and U.S. Steel. Andy will be commuting to Palo Alto as needed to run the company.



### Marie and Randy Barber

209-962-0786

rbarber@2wire.com

Marie and Randy are building their vacation home at PML. The hangar is done (first things first!). They discovered PML ten years ago while exploring airports.

Randy has been flying since he was a youngster. His father is a pilot so he spent a lot of time at airports as a child. Randy soloed on his 16<sup>th</sup> birthday and got his license at 17. He now has over 14,000 hours and is rated up to Lear jets and Citation Jet 525. He owns a Cessna 182 Skylane and an Extra 300 aerobatic. Randy would love to hone his aerobatic skills to compete or do air shows, but work keeps getting in the way!



During the week, Randy and Marie live in San Jose where he is Director of Sales for 2Wire, which provides both software and hardware for ADSL Broadband business and consumer solutions. Marie is a Vice President of Fidelity National Title Insurance and runs an escrow office in Campbell.

They have a 22-year old son and an 18-year old daughter who is very close to getting her private pilot license.

In addition to flying, Marie and Randy enjoy boating and look forward to spending time on the lake.

### A NICE OSHKOSH SURPRISE

Little did **Jim Thomas** know when he left on the Pine Mountain Lake Aviation Association's 2002 Alaska Adventure that his return trip to PML would be via Oshkosh, Wisconsin. While in Alaska, Jim decided that he really wanted to attend the EAA AirVenture because he is building a Lancair Legacy experimental airplane and he wanted to look at all the new avionics and electronics available to the experimental airplane builder. The flight from Alaska to Oshkosh was a great experience filled with stories; however, the big surprise was revealed the day after he arrived.



Their Alaska trip included a lot of camping, so Jim was equipped to camp at the AirVenture and arranged a parking place in the Vintage Aircraft Camping section of the airplane tie-downs. The following day Jim got an early start looking at the display planes and getting his bearings around the world's largest aviation event. Upon returning to his plane and campsite late in the day, he found a note on his propeller from the EAA. No folks, Jim had not gotten in trouble for the thousands of mosquitoes covering the windscreen and leading edge of his wings or the mud covering the underside of wings from flying into gravel strips. It was a note from EAA's monthly magazine Sport Aviation indicating that they wanted to photograph his unique metalized 1947 Piper Super Cruiser for their magazine! Jim will be writing an article for our newsletter, sharing his Oshkosh experience, especially the rare opportunity to be featured in the EAA's premier magazine, which is distributed worldwide.

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#### FROM TUOLUMNE COUNTY SUPERVISOR MARK THORNTON

Following is an excerpt from Tuolumne County Supervisor Mark Thornton's reply to Mary Kelly who, on behalf of your PMLAA Board of Directors, asked for clarification on the roles of the Airport Land Use Commission and the Tuolumne County Board of Supervisors Airports Committee.

"Basically, the ALUC is mandated by law, the Airports Committee is created by the Board of Supervisors. The ALUC is charged with overseeing noise, safety and land use issues associated with an airport. State law requires that where there is a public use airport these issues are to be addressed.

The County Board of Supervisors can act as the ALUC of the County Board and, where incorporated cities exist, City Councils designate members to an ALUC. Part of the membership is also comprised of citizen members

selected by the ALUC itself. The basic responsibility of the ALUC is to ensure compatible land uses occur in the vicinity of airports to the extent the land is not already devoted to incompatible uses. The ALUC is also charged with assisting in the coordination of planning at the state, regional and local levels to provide for orderly development of air transportation while protecting public health, safety and welfare. The specific duties of the ALUC can be found in the California Public Utilities Code, Section 21670ff. The Tuolumne County Airports Committee was originally created as an ad hoc committee of the Board of Supervisors to review operations at the two county airports. Recently, the Board formally created this advisory committee by resolution. The committee works with the Airports director in reviewing and discussing various aspects of airport(s) operations and capital programs. The committee is advisory and serves at the pleasure of the Board of Supervisors."

Mark Thornton can be reached at 209-533-5521, Fax: 209-533-6549, Tuolumne County Administration Center, 2 South Green St, Sonora, CA 95370.

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**CORSAIR  
CAFÉ**

at  
**Pine Mountain Lake Airport**

Open  
**Wednesday – Monday 8:00 a.m. – 3:00 p.m.  
and Friday for dinner until 8:00 p.m.**

**20970 ELDERBERRY WAY**

**209-962-6793**

**DAILY SPECIALS**  
**BREAKFAST SERVED ALL DAY**  
**HOMEMADE SOUPS AND SAUCES**  
**HOMEMADE DESSERTS**  
**FRESH PRODUCE**



the

## West Coast Ryan Airplane Club

### Pine Mountain Lake Airport

### Fly-in / Potluck

Friday, September 20, 2002

at

### CONNI AND ALAN BUCHNER'S HANGAR

(Corner of Hemlock and Woodside)

(Northwest of approach end of runway 9)

Car parking available on lower level of Keith Zenobia's & Sylvia Nestor's airport lot at the corner of Woodside Way and the back taxiway (Unit 12 / Lot 6)

Please plan your potluck dishes as follows:

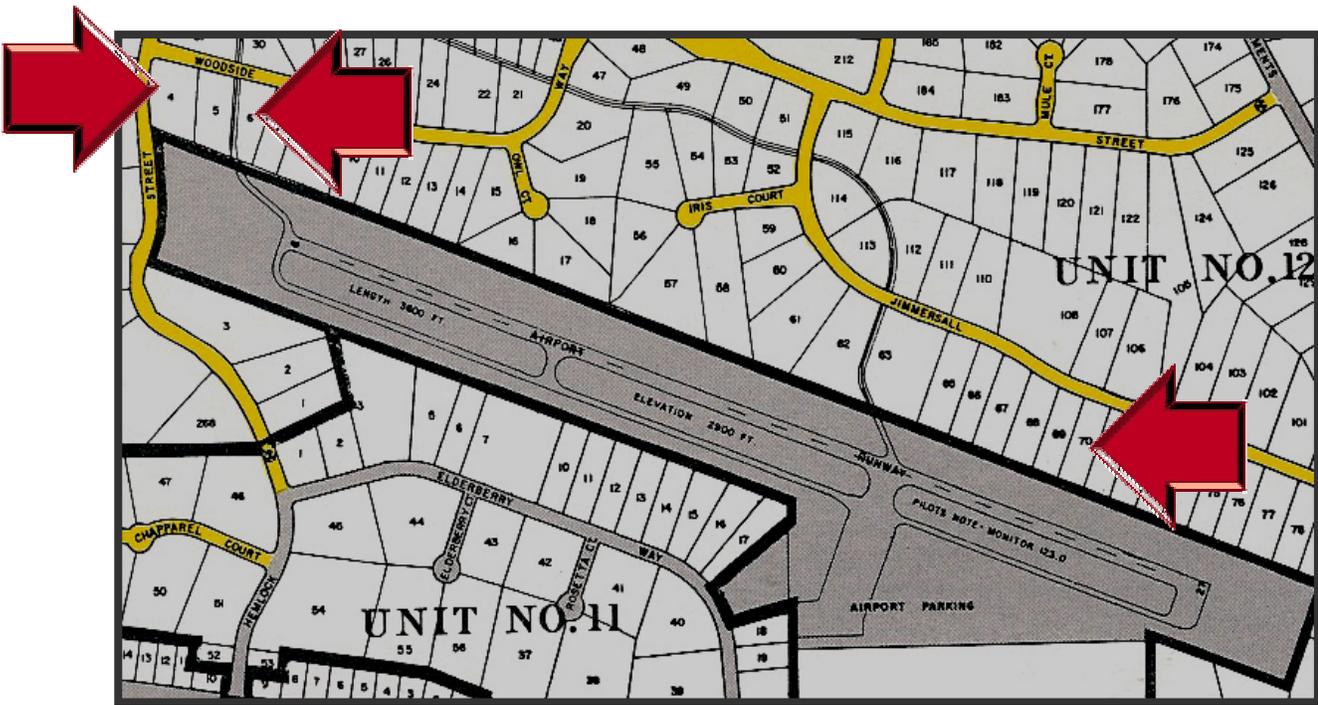
last names starting with A-F: dessert; last names starting with G-L: main dish;

last names starting with M-S: salad; last names starting with T-Z: appetizer.

The fun starts at 6 p.m., dinner at 7:00 p.m.



If you have a spare bedroom or cottage and would like to share it with a visiting Ryan pilot for a night or two, please call Conni Buchner as soon as possible at 209-962-5750. Thank you.



**Saturday, September 7, 2002 PMLAA General Meeting / Potluck will be held at Roger and Jan Sloan's hangar on the northeast taxiway, Unit 12, Lot 70 (21181 Jimmersall Lane)**

**Friday, September 20, 2002 Ryan Airplane Club Fly-in / Potluck at Conni and Alan Buchner's hangar at Woodside and Hemlock Unit 12, Lot 4  
Car parking on the lower level of Keith and Sylvia's lot at Woodside and the back taxiway, Unit 12, Lot 6**

**Alan Buchner makes his Ryan PT-22 dance.**



# AS SEEN IN



PMLAA member **George Ramin's** Mooney Mite featured in the May 2002 edition of Custom Planes. This cutie sips only 3 ½ to 5 gallons per hour.



A6

OSHKOSH NORTHWESTERN

AIRVENTURE TODAY



## Cool plane of the day



**SHU-LING ZHOU**/OF THE NORTHWESTERN

Plenty of flashbulbs went off Thursday to take home memories of one rare plane visiting Oshkosh's EAA AirVenture 2002.

Kent and Sandy Blankenburg of Groveland, CA, are visiting Oshkosh from the comfort of their 1938 Lockheed Electra 12A two-engine passenger plane. The plane, parked near AeroShell Square in the flight line vintage parking area, seats six passengers and two crewmembers.

While the plane drew many curious visitors with its shiny metallic finish, its rarity might be another reason for awe, stares and chatter. The plane was built by Lockheed and delivered to the Phillips Petroleum Co. in 1938. It's only one of 92 12A models created by the company.

The Lockheed is among the largest planes parked in the vintage area, and its owners worked to add some historical feel. A mannequin clad in a vintage Lockheed Service jumpsuit stands in front, posed to look like its checking out an engine.

## CLASSIFIEDS

This is a 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.

✈ Need an external antenna model # 18344 for a Trimble FlightMate Pro GPS. Please call Jim Skala at 209-962-5885

✈ Need hangar space at Pine Mountain Lake Airport to build my Glasair. Please contact Sean Brady at 209-962-0422.

### FOR SALE

✈ ¼ Share in a 1961 Cessna 172 (N8212X) based at PML. Airport. Please contact Gordon Norris at 209-962-6743.

✈ Three VIP aviator tours to China. Visit the Stilwell Museum in Chongqing & the China National Aviation Museum in Beijing with original Flying Tigers Tex Hill, Dick Rossi and other pilots that served in China. Trip includes visits to the Terra-Cotta Warriors and Great Wall plus a 5-day Yangtze River cruise. A film crew will document the trip. Depart from SFO & LAX Sept & Nov. Call Rob Reinhardt at 209-852-9884 after 6 pm or leave a message. Email at cabroker@excite.com

✈ Beautiful 1984 Socata Trinidad TB20. This plane looks and flies like new! Immaculate condition inside and out. Full leather interior - highly polished exterior. No dings or dents anywhere! \$145,000. Visit [www.thoben.net](http://www.thoben.net) for more photos and details or call Michael Thoben at 818-879-1719, Cell: 805-279-7900.



✈ Immaculate award winning 1936 Luscombe Phantom. This beauty is the only Phantom flying today. Visit [www.WingsWheelsWatercraft.com](http://www.WingsWheelsWatercraft.com) for more photos and details. Contact Kent Blankenburg at 209-962-4499

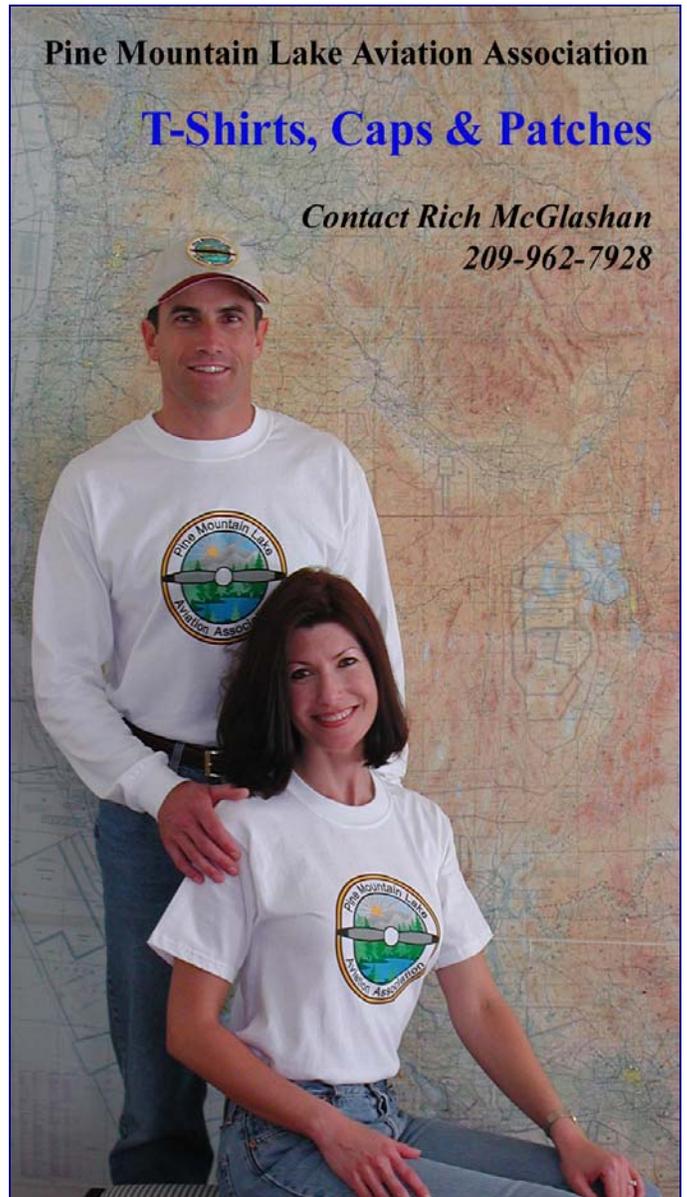


## Pine Mountain Lake Aviation Association

### T-Shirts, Caps & Patches

Contact Rich McGlashan

209-962-7928



# P M L A A



## General Meetings

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

EVENT DATE	SPEAKER	TOPIC
January 5, 2002	<b>Lieutenant Colonel Rich Perkins</b>	<i>"Spy Ops", Flying the U-2</i>
February 2	<b>Dr. Carlene Mendieta</b>	<i>Amelia Earhart's "Flight Across America" Reenactment</i>
March 2	<b>CDF Battalion Chief Dan Ward</b>	<i>Aerial Fire Fighting</i>
April 6	<b>Author, Bruce Bailey, Lt Col USAF (Ret)</b>	<i>Cold War Spy Flights – The Inside Story</i>
May 4	<b>Medi-Flight's Frank Erdman with helicopter &amp; crew at the Sloan's hangar</b>	<i>Air Ambulance Operations</i>
June 1	<b>The Pilot's Pilot, Clay Lacy Catered dinner at Blankenburg's east hangar</b>	<i>For the Fun of it</i>
July (No Meeting)		
August 3	<b>Guy Watson of Watson Propeller at Dwaine &amp; Renee Carver's hangar</b>	<i>The Best Fighter Plane of WWII or How To Start an Argument</i>
September 7	<b>Mike Clancy at the Sloan's hangar</b>	<i>The Wonderful World of Whirly Birds</i>
October 5	<b>Author, Kenneth T. Brown</b>	<i>B-26 Marauder Man</i>
November 2	<b>Ken Orloff</b>	<i>Aircraft Accident Investigation – to be announced</i>
December 7	<b>Thanksmas Party</b>	<i>Too Much Fun</i>
January 4, 2003	<b>Captain Al Haynes Catered dinner at Blankenburg's east hangar</b>	<i>The Story of United Flight 232</i>

### PMLAA Board Meetings

7:00 p.m. on the Wednesday following each General Meeting unless otherwise noted

#### Upcoming Board Meetings:

Thursday, September 12, 2002 at Jane Hansen's home

Wednesday, October 9, 2002 (Location to be determined)

#### 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
Secretary:	Barbara Coldren	209-962-5168
Treasurer:	Tom Tingley	209-962-0499

#### COMMITTEE CHAIRS

Programs:	Keith Zenobia	209-962-4014
Property:	Sean Brady	209-962-0422
Property:	Buck Buchanan	209-962-7262
Property:	Malcolm Milliron	209-962-4508
Property:	Paul Sperry	209-962-4178
Membership:	Jane Hansen	209-962-6515
Roster:	Nance Deardorff	209-962-0706

#### NEWSLETTER

Editor-in-Chief:	Mary E. Kelly	209-962-7057
Profile Editor:	Virginia Richmond	209-962-6336
Social Editor:	Betty Correa	209-962-5209
Publishing / Layout:	Keith Zenobia	209-962-4014

#### MERCHANDISE SALES

	Rich McGlashan	209-962-7928
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#### AUDIO / VISUAL

	Ken Codeglia	209-962-6270
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Website

[www.pmlaa.org](http://www.pmlaa.org)

e-mail

[mail@pmlaa.org](mailto:mail@pmlaa.org)

Snail-mail

**PO Box 131**

**Groveland, CA 95321**



## Pine Mountain Lake Aviation Association General Meeting

**Saturday, September 7, 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.

**Location: Roger and Jan Sloan's hangar on the northeast taxiway**

21181 Jimmersall Lane, Unit 12, Lot 70

Please see the airport map on page 10 of this newsletter.

**Since there are no kitchen facilities at the hangar, please plan your pot-luck dishes accordingly.**

### Guest Speaker: Mike Clancy

#### *The Wonderful World of Whirlybirds*

