



Volume 18, Issue 5, May 2003
A Monthly Publication of the Pine Mountain Lake Aviation Association

MAJOR JIM DUMAS, US ARMY AIR CORPS (RET) “WWII Experiences with the Flying Tigers”

About our guest speaker for Saturday, May 3, 2003



Major Jim Dumas was born February 25, 1917 on a red clay Arkansas farm, the eighth of ten children. As far back as he can remember, Jim dreamed of flying. From the first time he saw a plane fly over his family farm, Jim knew he had to become a military fighter pilot.

Jim graduated from high school in 1934, in the depth of the great depression. His parents could not afford to send him to college. He came to Tuttle, CA, a small village between Merced and Planada, on the highway from Merced to Yosemite, to earn enough money for two years of college which at that time, the Army Air Corps required for acceptance as an aviation cadet. Jim picked peaches for 32 cents an hour, among other jobs, until he saved the \$800 he needed to attend college back in Arkansas. Two years seemed like an eternity, so Jim attended summer school and cut the time to a year and a half. At the same time, he enrolled in a government pilot training program and earned his private pilot's license.

On his last day of college (January 1941), Jim took his physical in Little Rock and joined the Army Air Corps as an aviation cadet. He was called to active duty in April 1941, and reported to March Field, Riverside, California for induction. Jim was assigned to Cal-Aero Academy for primary flight and basic training followed by advanced flight training at Stockton Air Base. He graduated on December 12, 1941, five days after the attack on Pearl Harbor.



Flying Bell P-39 fighter planes was next for Jim at Paine Field, Everett, Washington. A month later he was moved to Harding Field, Baton Rouge, Louisiana, where he trained in Curtis P-40s. He had five hours of gunnery training at Eglin Field, Florida before being sent to China in April 1942 as

the first Army Air Corps pilot replacement for one of General Claire Lee Chennault's Flying Tiger pilots.



Jim flew, trained and fought with the Second Squadron of the Flying Tigers until they were deactivated in July 1942. He flew 62 combat missions with the Flying Tigers and the 76th Fighter

Squadron, 23rd Fighter Group, 14th Air Force, which replaced the American Volunteer Group in the skies over China in July 1942.

Major Jim Dumas received numerous medals and ribbons for his heroic service including the Distinguished Flying Cross.



Jim's book *Longburst and the Flying Tigers* is slated for release this December 7th.

THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION

welcomes

Flying Tiger MAJOR JIM DUMAS

as our May 3, 2003 guest speaker
at

The Buchner Hangar
20885 Hemlock Street at Woodside Way
Pine Mountain Lake Airport, Groveland

Social Hour: 6:00 p.m., Dinner: 6:45
Announcements: 7:45
Guest Speaker: 8:00

No Host Beer, Wine, Champagne & Soft Drink Bar

Please bring enough food to accommodate you & your guests
Coffee, paper plates & plastic utensils will be available
but feel free to bring your own service.

PRESIDENT'S CORNER

Steve Stavrakakis, a.k.a. *The Greek Air Force*, presented an entertaining and educational view of aerobatic flying and managing high risk environments. PMLAA Charter member **Hugh Smith** introduced Steve to the membership recalling some of their exhilarating aerobatic adventures together.

Thank you **Ken Codeglia** for your wonderful gift of an 8-foot wide projection screen to PMLAA. And thanks to Ken and Malcolm Milliron for installing it in the Buchners' hangar. We owe our gratitude to unsung hero, **Malcolm Milliron**, for his countless hours of behind-the-scenes work on behalf of PMLAA. Thank you, as always, **Michael Thoben** for the use of your digital projector at our meetings. Thank you **Nina and Larry Jobe** for your generous cash donation to PMLAA.

Our good friend, **Alan Buchner**, experienced a heart attack on Sunday, April 5th. As of press-time, he is home but will be having tests to determine the next steps. Cards can be sent to 20885 Hemlock Street, Groveland, CA 95321. Our thoughts are with Alan and Conni. In light of this unfortunate event, we will hold our **May 3rd meeting at the Carver hangar**. Thank you Dwaine and Renee.

PROPOSED CTAF CHANGE SLATED FOR DISCUSSION 6:30 P.M., MONDAY, APRIL 28 in GROVELAND

Several PMLAA members attended the March 25th Tuolumne County Airports Committee meeting at Columbia Airport to discuss the proposed CTAF change. Strong divergent views were expressed.

County Supervisors Mark Thornton and Dick Pland and the committee members agreed to hold their next meeting at 6:30 p.m. on Monday, April 28th at the Groveland Community Hall. The agenda will include discussion of this important CTAF issue. I urge all PMLAA members to attend this crucial meeting.

AUGUST 2nd MEETING MOVED TO AUGUST 9TH

Due to a scheduling conflict, our August meeting with renowned test pilot **Skeets Coleman** has been rescheduled from August 2nd to the 9th. **Clay Lacy** will fly Skeets back and forth from San Diego. Thank you Clay. Now our members will be able to attend both EAA's Airventure, July 29-August 4 in Oshkosh, and, PMLAA's monthly meeting.

About 30 PMLAA members attended the Northern Yosemite EAA Chapter 1337's Spring 2003 Pancake Breakfast on Saturday, April 12th at the Columbia Airport campgrounds. A great time was had by all.

JUNE 7th BARBECUE WITH ADDISON PEMBERTON

Our June 7th meeting will include a PMLAA catered barbecue at the Blankenburg hangars. The event will begin at 4 p.m. with fabulous food and a display of magnificent airplanes and vehicles. We'll also have several raffle prizes,



including rides in vintage airplanes, aerobatic airplanes, helicopters and antique cars. This fun-filled evening will culminate with an entertaining presentation by aviation expert Addison Pemberton. Your family and friends are welcome. You'll find all of the details on the last page of this issue. Please mail in your reservations early.

A SAD DAY FOR AVIATION AND AMERICA

On March 31, 2003, under cover of darkness, Chicago Mayor Richard Daley dispatched heavy equipment operators to demolish the runway at Meigs Field. He defended his covert action by citing homeland security issues but admitted that he was aware of no credible threat. Daley exploited terrorism to pursue his long-time goal of turning the airport into a park.



Later, the *Chicago Sun Times* reported, "Daley dropped all pretenses about fears of a private plane flying into a Chicago skyscraper and acknowledged his real motive was to create more open space."

With this outrageous action, Mayor Daley broke the agreement he made last year with former Governor George Ryan to keep the airport open at least until 2006. Daley gave no prior notice to airport users, the FAA, the Department of Transportation, the Department of Homeland Security or any other agencies.

A Temporary Restraining Order was issued against the City of Chicago and the Chicago Park District from doing any further demolition to Meigs Field. The city's subsequent attempt to have the ruling dismissed was denied.

AOPA has filed a federal lawsuit to prevent "further illegal efforts to destroy Meigs Field." Visit our website, www.PMLAA.org, for more information, updates and links including a letter to President Bush from the 6 leading general aviation groups including AOPA, EAA & NBAA.

Meigs Field has played a significant role as a reliever airport and has been a proven asset in positive air traffic control (thereby enhancing security) as well as fire and rescue operations.

I have had the privilege of flying into and out of Meigs Field. My heart sank on hearing the news of the mutilation of this exquisite landmark, which has graced the majestic Chicago skyline for over 54 years. Letting this destruction stand will set a dangerous precedent. Here are the people to contact:

Illinois Governor Rod Blagojevich

State House, Room 207, Springfield, IL 62706
217-782-6830, FAX: 217-524-1678
governor@state.il.us

FAA Administrator Marion Blakey

Federal Aviation Administration
800 Independence Ave., SW, Washington, D.C. 20591
Phone: Main: 202-366-4000;
Office of the Administrator: 202-267-3111

U.S. DOT Secretary Norman Mineta

U.S. Department of Transportation
400 Seventh Street, S.W., Washington, DC 20590

President George Bush

The White House
1600 Pennsylvania Avenue NW, Washington, DC 20500
SWITCHBOARD: 202-456-1414, FAX: 202-456-2461
E-MAIL: president@whitehouse.gov

Happy Flydays,

GPS: it takes a computer to really screw things up
-- by Mike Gustafson, CFII

By now all of us have either a handheld or panel mounted GPS navigation system in our aircraft. These devices are so powerful and make navigation so simple that it is easy to just punch in the 4-letter identifier, push the "Direct To" button and go. There are many possible errors that can occur with such a powerful computer system; pilot entry error, loss of enough satellites to keep the system happy, computer process issues that lock the box up, and, database errors. This also assumes that you have spent enough time learning your GPS so that button pushing is not a guessing game.

Many waypoints have very similar IDs: Q68 and O68 for example. What if we input the wrong ID and don't catch the error? If the wrong ID takes us in a direction that is 180 degrees from what we "know" to be right, you would call a halt and sort things out, but what if it is in the general direction, how soon would you notice the error? It only takes 3 satellites to keep most VFR GPS's happy and most units will alert you if they do not have all three.

Which brings up more insidious failures -- computer lock-up and database errors. The heart of all GPS's is a simple computer that relies on a fault free run code and a complete database of waypoints. If either element is flawed, then the navigation information will be flawed. Recently, I experienced the fragile nature of my panel mounted IFR GPS. The database continues to grow as more waypoints, new approaches, etc. are added by the FAA. It seems that the database got too big for my GPS computer and all the internal self-checks did not catch the problem. I tried to execute a GPS approach, in solid IFR conditions, and some of the waypoints critical to the approach were missing. The computer did the best it could and when it could not find the next waypoint it tried to send me off the known course by 90 degrees. My initial reaction was "Huh?" I had grown to trust the box so much that I was caught off guard by the turn indications. I knew the approach by heart and I knew that the indicated turn was wrong. I re-jiggered the system sequencing to jump past the missing waypoint and completed the approach. Next I was trying to fly direct to an intersection and the whole box locked up. I had to power down the GPS and do a re-start.

These computer monkey motions occurred even though the system self-check said that the database and computer were OK! Until then, I had always trusted the system with blind faith. Now, every time I load a new database into the computer I go through a long test of every function of the system to confirm that all work as expected. When using a new waypoint I take the time to confirm that the database has the right and complete information on that point or procedure and that I have entered it correctly.

The moral of the story is to always question your navigation processes, and have a back-up plan. Unfortunately, most of us no longer draw a line on a map and keep our thumb on our location as we move along.

Keep your head out of the flight deck and fly safe!

Happy Mother's Day



P M L A A

May 11, 2003

MORNING

Silky morning mist
Conceals surrounding mountains,
Blurs lacy oak tree branches,
Softens birdsong and my footsteps.
Glistening in gentle light
Daffodils seek their sun,
Manzanita blooms,
Tiny iridescent drooping opals,
And buckbrush shimmers
In its white veil of blossoms.
This quiet calming mist,
Not quite fog or rain:
A peaceful, enveloping blanket.

Mary E. Kelly

Do you get **unsolicited telemarketing calls**? Here is a way to stop most of them. Go to the California State Attorney General website: <http://nocall.doj.state.ca.us>. This site allows you to pre-register for the national no-call list and fully explains the program that will be rolled out later this year. Thanks to PMLAA member **Jim Thomas** for bringing this to our attention.

PMLAA SUPPORTS OUR TROOPS



MEET FELLOW PMLAA MEMBERS

by Profile Editor **Sydney Avey**, Contributing Editor **Virginia Richmond** and Editor-in-Chief **Mary E. Kelly**

KATHERINE NEWCOMB, MD and IAN MORCOTT

209-962-0755; knewcomb@sonic.net; imorcott@omnicell.com

Watch for a new shingle hanging in front of the buildings adjacent to the Corsair. Kate Newcomb, MD is setting up medical offices to provide urgent care services to PML residents and vacationers. Kate comes to Pine Mountain from Templeton, CA where she had a full time internal medicine practice for eleven years. After the birth of their daughter Sarah (now 4 ½), Kate and her husband, Ian Morcott, found two full-time, demanding careers unworkable, so they packed up their 1968 Mooney M20F and established their home here near the east end of the runway, where Kate can walk to work in minutes.



"We were looking for a community with beautiful mountains, good weather and

a reasonable commute back to the Bay Area for Ian," Kate said. Ian is a software developer at Omnicell. "We flew up here and bought a house, before I knew about Priest Grade Road," she laughed.

Kate, an accomplished flautist, met Ian, who plays the bassoon, at Stanford University when they played together in orchestra for a student production of *Brigadoon*. Ian, who soloed in his dad's Cessna T210 at the Palo Alto airport when he was 16, got his Instrument Rating two years ago. While Kate is setting up shop, he's having fun working with IA Mike Shaver on his A&P. "I like fixing planes and I'm thinking about getting into avionics," Ian said.

Kate plans to apply to the FAA for qualification to give flight physicals and she and Ian are thinking about stocking some pilot supplies alongside medical supplies.

ψ **Sydney Avey**

RON AND JUDY MICHAELIS

962-0580; RonMarquise@modesto.net



Following many visits and much consideration, Ron and Judy chose Pine Mountain Lake for their new home last May, after 38 years in Modesto.

Ron retired three years ago from his "third career" as a builder and general contractor in Modesto. Before that he ran the engineering department at Gallo Winery where he designed and built new facilities and distribution systems. Now he's building their home on Crescent Way with a 1,000 sq. ft. shop, so you can see he has plans for more projects.

Judy and Ron both grew up in Kansas and attended Kansas State University at the same time, but they met and married many years later in Modesto.

Between them, Judy and Ron have six children and twelve grandkids. They enjoy tennis, traveling and the theater, and

are active in our local Rotary and Soroptimist Clubs. Judy also sells Avon products, so give her a call!

Ron has had a life-long interest in aviation and took flying lessons in college. He says he had to postpone finishing flying for kids, but still loves it. He also has a scale model Cessna 182 with a 66" wingspan that he looks forward to flying. They're enjoying the fine speakers at PMLAA events and meeting lots of nice people.

ψ **Virginia Richmond**

PMLAA CHARTER MEMBER BOB MANLY

209-878-3029



Bob Manly was 48 years old when he decided that flying was something he not only wanted to do but also needed to do. He did his training in a Cessna 150 at Hayward Airport, soloed in 17 hours, and at the end of four months' effort was a licensed pilot. Soon Bob was the owner of an Aeronca Chief, which he bought for only \$1,050. Eventually he stepped up to a

Piper Clipper, the PA 16, presumably capable of carrying four and costing a bit more: \$2,200. Bob hung on to the Piper for 13 years, then bought the little blue-and-white Tri-Pacer we used to see here at our airport. He flew that bird for 15 years. Please note: Bob flew only tail-draggers, which helped make him a skillful and careful pilot for 33 years. (He had a couple of "incidents" related to tricky landings here at PML - caused by that swirling current off the hill where the beacon stands. We all understand that!) Bob has a commercial license and in 33 years of flying, he has clocked 2,300 hours.

It was at U.C. Berkeley that Bob met his wife June (who was born in Berkeley) sixty-seven years ago. One look and he knew she was the one for him. He says of her, "She raised eight kids - four boys, four girls - and one husband. She is the paradigm of wifehood and motherhood." They've been married sixty-six-and-a-half years and now have eighteen grandchildren, ranging in age from 40 to 6 years.

Bob was born in New London, Connecticut in 1919 and since then has lived in New York, Pasadena, Oakland, and finally, Greeley Hill. While in Oakland he was a manager for service stations and was a "Flying A" dealer, and, it looks as if his strong work ethic was passed on to his children. "We gave them as much education as they'd sit still for," he says, "and they've all had successful careers."

A quiet gentleman, Bob enjoys the large aviation library he has in his home and he is proud to have known John Thorpe, the designer of the T-18 and a series of agricultural aircraft.

When we talked a little of our aviation community here at Pine Mountain Lake, he spoke fondly of several folks, especially Joe Frawley, whom he admired greatly. I asked Bob if he missed flying. He was philosophical: "There comes a time when you know it's best to stop."

Before I could thank Bob Manly for granting me this interview, he thanked me for talking with him. He is kind and charming, truly a gentle man.

ψ **Mary E. Kelly**



**PINE MOUNTAIN LAKE
AVIATION ASSOCIATION**

T-SHIRTS & PATCHES

Long-sleeve: \$18
Short-sleeve: \$15
Patches: \$3
Decals: \$2

Contact
Rich McGlashan
209-962-7928

CLASSIFIEDS and ANNOUNCEMENTS

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

FOR SALE

ψ 24 volt 100 amp alternator for Continental IO-550, 24 volt
Weldon boost pump, propeller for Questair Venture. Please
call Jim Thomas 209-962-0910.

WANTED

ψ Do you have Audio/Video Equipment such as a CD
player or video projector you'd like to donate to the
PMLAA? This will help our multimedia guru Ken Codeglia
finish building our Audio Video support equipment package
without spending additional PMLAA dollars. Please call
Ken at 209-962-6270.

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

ψ Looking to share hangar space for my Bonanza A36.
Please call Norm Peebles at 962-1990.

ψ Want to buy empty lot or house with hangar, taxi-way
access and for sale by owner, now or later. Please call
Tom Tingley at 209-962-0499.

ψ We fell in love with Pine Mountain Lake and are looking
for an empty taxiway-lot for later retirement. Give us a call
or e-mail if you are thinking about selling your lot in the next
5 years, or know of someone who might. Contact Joe and
Barbara, e-mail: Joe_Wuensche@hotmail.com, phone:
763-559-0179.

ψ Lew Carlson is nearing completion building an ultralight
aircraft. He has made many design modifications to an
ultralight kit, and it promises to be a neat airplane. The
nearest ultralight club is in Turlock (www.tufa.org.). Lew
would also like to connect with other PMLAA members who
have an ultralight, or an interest in them. He lives on
Hillcroft in unit 12; phone number: 209 962-4886.

ψ 2.25" diameter electric attitude indicator. Please contact
Jim Thomas 209-962-0910.

**PML AIRPORT DAY FOR TENAYA SCHOOL STUDENTS
Wednesday, May 21st**

The entire Tenaya 5th, 6th and 7th grades (135 kids plus
teachers and school volunteers) will visit Q68, Wednesday,
May 21st from 9 a.m. to 1:30 p.m., to learn about aviation
and experience what we do here. They will be divided into
8 to 10 groups and led from one presentation/activity to
another. We have many ideas, but are always looking for
more. **Rand Siegfried** is coordinating this event. Please
contact Rand at 209-962 0710 or randarts@sonnet.com.

 **ittytails**, a non-profit feral cat
rescue service, has 14 adorable
kittens available for adoption.
Call Kym Curran at 209-962-
1060 or visit www.kittytails.com.



Save the Date

*2nd Annual Concours d'Elegance
August 23, 2003*



SAFETY ALERT !

Paragliders have been seen as high as 3500 feet over New
Melones, Don Pedro and New Hogan Lakes. Since some
of them are doing aerobatic maneuvers, they cannot see
approaching aircraft.

I recently encountered several paragliders operating next to
the Tuttle Town launch ramp at New Melones, in the path of
aircraft approaching the 49'r bridge. The towrope they use
is 2500' long. The surface elevation at New Melones Lake
is 1,085. This puts the tow rope around 3500' MSL!

One pilot was at 3100 feet when his passenger asked about
the rope they just passed off their right wing. The pilot was
shocked when he turned and looked up to see a paraglider
above. I've reported the situation to our Airports Director.

ψ **Alan Wallace**

(PMLAA member Alan Wallace is President of the
Northern Yosemite EAA Chapter 1337)

Save the Date

**June 14 & 15, 2003
Sat: 8am-5pm, Sun: 8am-3pm**



Columbia Airport

37th Annual Father's Day Fly-in

209.533.5685

P M L A A



2003 PMLAA CALENDAR of EVENTS

General Meetings are held on the first Saturday of the month at The Pine Mountain Lake Lodge or other location to be announced. Meetings are potlucks unless otherwise noted. Please bring 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. Schedule and location are subject to change.

EVENT DATE	SPEAKER / EVENT	TOPIC
January 4, 2003	Captain Al Haynes Catered dinner at the Blankenburgs' east hangar	<i>The Story of Flight 232</i>
February 1	Lt. Colonel Stoney Mayock II, USMC, Ret.	<i>Adventures of a Blue Angel</i>
March 1	Test Pilot Colonel Joseph Cotton, USAF, Ret.	<i>Tiger Moths to the Valkyrie Supersonic Bomber</i>
April 5	Steve Stavrakakis / <i>The Greek Air Force</i>	<i>Managing High Risk Environments</i>
May 3	Army Air Corps Pilot Jim Dumas Potluck at the Carver Hangar	<i>P-40 Adventures with <u>The Flying Tigers</u></i>
June 7	Addison Pemberton Catered dinner at the Blankenburgs' east hangar	<i>30 Years of Flying Fun</i> <i>Plus Restoring the 1928 Boeing 40-C</i>
July 5	No meeting but great fun on Pine Mountain Lake including the Boat Parade & a fabulous Fireworks Display	<i>First Flights in the VTOL Pogo & Other Adventures</i>
August 9	Test Pilot James "Skeets" Coleman <i>NOTE: This is the second Saturday of August.</i>	
September 6	US Navy Captain Ray Alcorn	<i>Survival in the "Hanoi Hilton"</i>
October 4	Captain Robert Goebel, Mustang Ace	<i>The Ploesti Raid</i>
November 1	Bob Ettinger, Edwards Air Force Base	<i>The Global Hawk, State-of-the-Art Surveillance</i>
December 6	Thanksmas Party	<i>Too Much Fun</i>
January 3, 2004	Dr. Ken Orloff	<i>Aircraft Accident Reconstruction</i>

PMLAA Board Meetings are held at 7:00 p.m. on the Wednesday following each General Meeting unless otherwise noted. The next Board Meeting will be May 7, 2003 at the home of Sydney and Joel Avey.

BOARD OF DIRECTORS

President	Keith Zenobia	209-962-4014
Vice President, Airport Affairs	Jerry Baker	209-962-7916
Vice President, Social Affairs	Pat Price	209-962-7431
Secretary	Pat Helling	209-962-7597
Treasurer	Tom Tingley	209-962-0499

COMMITTEES

Property	Scott Baker	209-962-7916
	Sean Brady	209-962-0422
	Buck Buchanan	209-962-7262
	Malcolm Milliron	209-962-4508
	Paul Sperry	209-962-4178
Membership	Jane Hansen	209-962-6515
Roster	Nance Dearthoff	209-962-0706
Merchandise	Rich McGlashan	209-962-7928
Multimedia Guru	Ken Codeglia	209-962-6270
Guest Speaker Programs	Keith Zenobia	209-962-4014
LEGAL COUNSEL	Renee Leakakos	209-962-0499

NEWSLETTER

Editor-in-Chief	Mary E. Kelly	209-962-7057
Aviation Safety Editor	Mike Gustafson	209-962-6336
Member Profile Editor	Sydney Avey	
Social Editor	Betty Correa	
Publishing, Layout & Website	Keith Zenobia	



e-mail
mail@pmlaa.org

Snail-mail
PMLAA
P.O. Box 131
Groveland, CA 95321

The *PMLAA News* is available in
html and pdf format at
www.PMLAA.org

Application / Renewal forms
are available in pdf format
on our website or
by calling Keith at 209-962-4014.
209-962-6557
209-962-5209
209-962-4014



**PMLAA
PRESENTS**

From Spokane, Washington

Aviation Master

Addison Pemberton

Thirty Years of Flying Fun and Restoring the 1928 Boeing 40-C

PLUS

Both Blankenburg hangars, displaying vintage aircraft & memorabilia, will be open

PLUS

A flock of fabulous flying machines and a cool collection of classic cars will be on display

PLUS

Chances to win Airplane Rides, Classic Car Rides, Pine Mountain Lake Cruises and other fun adventures

PLUS

A Bountiful Beach Blanket Barbecue Buffet



Saturday, June 7, 2003

Festivities Begin at 4:00 p.m., Dinner will be available from: 5:30 to 7:00

Announcements at 7:20, Guest Speaker Addison Pemberton at 7:30

at

Kent and Sandy Blankenburgs' Hangars

on the southwest taxiway of Pine Mountain Lake Airport
20810 Elderberry Way, Pine Mountain Lake, Groveland, California

Menu

Appetizers from 4 – 5:30 p.m.

A Special Selection of Scrumptious Summer Salads

Tantalizing Tri-tip, Fabulous Fowl and Boardwalk Baked Beans

Assorted Delectable Desserts, Coffee and Tea

NO HOST BEER, WINE, CHAMPAGNE AND SOFT DRINK BAR
beginning at 4 p.m.

Beach Attire Optional

RESERVATIONS REQUIRED FOR MEMBERS AND THEIR GUESTS

\$20 per person

Please make your check payable to and remit to PMLAA, P.O. Box 131, Groveland, CA 95321

Please write "June 7 Event & the number of people attending" on your check, to arrive by May 27, 2003.

