



Volume 18, Issue 6, June 2003  
A Monthly Publication of the Pine Mountain Lake Aviation Association

## ADDISON PEMBERTON

### *“Thirty Years of Flying Fun and Restoring the 1928 Boeing 40-C”*

About our guest speaker for Saturday, June 7, 2003

Addison Pemberton learned to fly at age 15 in his dad's Cessna 170B at Gillespie Field in San Diego with family friend and missionary pilot Don Evans. He spent most of his high school years hanging around an FBO that rebuilt



aircraft at Gillespie and specialized in Beech 18 cargo conversions. Gillespie was full of great antique aircraft owned by PSA and American airline pilots. So Staggerwings (including the one he owns today) Howards, Travel Airs, Wacos, Stearmans and all the great 'old stuff' were part of everyday life. Addison started buying aircraft projects in high school, taking 'ramp rats' to flying condition and profit. He started flight instructing in the mid 1970's; and, fell in love with and married one of his students, Wendy, his wife of 25 years. The Pemberton family has owned 18 aircraft over the years, none of which were purchased in flying condition. Addison earned his engineering degree in 1976 and joined the family wind tunnel and flight test instrumentation business, Scanivalve Corp. He and his brother Jim moved the business from San Diego in 1995 to Spokane, where they operate it today.



"I enjoy my livelihood, which is very challenging, and spend all of my free time flight instructing in antique aircraft and rebuilding antique aircraft projects," says Addison. His wife and 2 boys, Jay (21) and Ryan (17), are all pilots. Ryan plans to join him with an A & P ticket as time permits. Addison has experienced the joy of teaching all of his family members

and countless friends to fly and master the 'old stuff' over the years.

Addison currently has 9,500 hours TT with 9,200 in tail wheel aircraft and over 3,000 behind radial engines. Most of his flight time is in the North American AT-6, Stearman, Staggerwing and the Cessna 185. He currently holds Com, Inst, SES, SEL, MEL, CFI and A & P ratings. "One of my greatest possessions is an FAA letter of authorization for the North American P51, which I was privileged to fly from 1987-1991 for Bill Spear out of San Diego. Bill was killed at Reno in one of his then two flying Mustangs in 1994."



The Pembertons currently own a Cessna 185, Piper PA-18 Super Cub, Beech Staggerwing, 450 Stearman, 1931 Stearman Sr. Speedmail; and, are restoring a 1928 Boeing 40C mail plane. They also have title and parts for a 1930 Boeing 40B4 mail plane.

**THE PINE MOUNTAIN LAKE  
AVIATION ASSOCIATION**

welcomes

*Aviation Master*  
**ADDISON PEMBERTON**

as our June 7, 2003 guest speaker

at

*The Blankenburg Hangars*  
20810 Elderberry Way, Pine Mountain Lake, Groveland, CA

**Please see page 8 for reservation info and details**

## PRESIDENT'S CORNER

**F**lying Tiger, Jim Dumas, was a big hit at our May meeting. He sent a letter the next day. Here are some excerpts: "...I'd like to thank you and all who made last evening such a memorable event for Lorene and me. It was an evening we won't forget. The only topic of conversation in our car on the way home was the beauty of the area in which all of you live and the beauty of the friendly people who attended. It was one of the most enjoyable evenings any of us can recall. We all felt so welcome and so much a part of the group. It was almost as if we had known all of you for years and years. Aviation people are the greatest! Secondly, I've never before spoken that long (to a group) but it is easy for me to go overboard when speaking to such a great audience who were all so attentive, quiet and respectful. Please relay my apology in every way you can."

Special thanks to **Alan and Conni Buchner** who provided their wonderful hangar for our May meeting. I am delighted to report that we will have our August meeting with renowned test pilot Skeets Coleman at the Buchners' hangar as well.

**O**ur June 7<sup>th</sup> meeting promises to be great fun. The festivities begin at 4 pm. Details are on the last page of this issue. Thank you **Kent and Sandy Blankenburg** for providing the perfect setting. Please mail your reservations to arrive by May 27<sup>th</sup> so we can make sure we have enough food and drink.

## F Y I

### AIRPORTS DIRECTOR DEPARTS

Tim Deike resigned as the Tuolumne County Airports Director, effective May 9, 2003, after two years. He has accepted the position of Hickory, N.C. Regional Airport Director.

Daniel Richardson, Tuolumne County Administrative Analyst, has assumed the position of Interim Airports Director. This is Mr. Richardson's second stint in this position. Before Mr. Deike arrived, Mr. Richardson replaced Mark Bautista, who held the airport director position for 11 years. Mr. Bautista left to manage the Salinas Municipal Airport in September 2000.

Mr. Richardson said he plans to keep current projects, such as hangar permit revisions and Columbia Airport hangar construction, in the works.

Since the airport director position is not paid with general fund money, the county can recruit to fill the slot without breaking the current hiring freeze. Airport revenue pays the airport director, however, the Tuolumne County Board of Supervisors will still be involved in the recruitment and hiring process.

We wish Mr. Deike and Mr. Richardson well in their new positions.

## PROPOSED CTAF CHANGE UPDATE

The Tuolumne County Board of Supervisors has set a June 3, 2003, 10:00 to 11:00 a.m. appointment for concerned citizens to hear arguments for and against the proposed CTAF frequency change(s) at Columbia and Pine Mountain Lake Airports and to voice their opinions.

### GET IN THE LOOP

I receive meeting agendas and minutes each month from The Tuolumne County Board of Supervisors, Airports Advisory Committee, and, Airports Land Use Commission. Unfortunately, they do not arrive in time to publish in *The PMLAA News*. If you want to be on the list to regularly receive any of this information directly, here are the people and offices to contact:

Columbia Airport Office: 209-533-5685  
Elizabeth Logan: [elogan@co.tuolumne.ca.us](mailto:elogan@co.tuolumne.ca.us),  
Interim Airports Director: Daniel Richardson:  
[drichardson@co.tuolumne.ca.us](mailto:drichardson@co.tuolumne.ca.us)

Community Development Department: 209-533-5633  
The Airport Land Use Commission (ALUC)  
Carol Rios: [crios@co.tuolumne.ca.us](mailto:crios@co.tuolumne.ca.us)  
The ALUC usually meets on the 4<sup>th</sup> Wed of each month.  
The Agenda is mailed the Monday before each meeting.

Tuolumne County Board of Supervisors: 209-533-5521  
Supervisor Mark Thornton: 209-962-7395  
Clerk's Office / Linda Rojas: [Irojas@co.tuolumne.ca.us](mailto:Irojas@co.tuolumne.ca.us)

Written correspondence to any of these offices should be mailed to 2 South Green Street, Sonora, CA 95370.

### MEIGS FIELD FOLLOW-UP

Following Mayor Daley's midnight demolition of Meigs Field on March 31<sup>st</sup>, the battle continues. Several publications have condemned the action, including *Forbes Magazine*, *The Chicago Sun Times* and *The Chicago Tribune*. *Friends of Meigs Field* spokesman Steve Whitney said that the deal, reached in December 2001 between then-Governor George Ryan and Chicago Mayor Richard Daley to expand O'Hare, preserve Meigs Field for 24 years, and build a new airport in Peotone, Illinois, should be honored. "It is by no means an easy task," Whitney said, "but we actually think we have a decent chance at prevailing here, and we're asking everyone who is a Meigs supporter to take action right now!" EAA, NBAA, AOPA and many other aviation groups are in the fight as well. As of press time, the city of Chicago has been unsuccessful in overturning the restraining order prohibiting further demolition. Log on to <http://friendsofmeigs.org> for details on how you can help save Meigs Field.

Looking forward to a fantastic summer as we celebrate 100 years of flight.

Happy Flydays,

## SAFETY CORNER

### Preflight Briefings for Passengers

-- by Mike Gustafson, CFII

**P**reflight briefings take many forms as part of our flight planning. Sure, we all call Flight Service or use DUATs prior to flight, but what about those who fly with us? What do you do when you have a new person on board who isn't comfortable with small airplanes? Is your preflight briefing limited to "seatbelts and don't touch this or that?"

I have seen situations where a passenger new to our wonderful hobby/profession/avocation, gets the you-no-what scared out of them while still in the pattern. Our normal maneuvers are new and scary to them. If your new passenger is under 18, all bets are off! The closer the ride is to one at Great America, the better. But once a human discovers mortality, things become more serious.

Prior to getting into good old "Barn Burner Special," think about how this flight will be conducted. Is it sightseeing where you will be flying low and slow? Or is it point A to point B, get there in a hurry, at altitude? Is it over water or mountains? Your preflight briefing is different for each flight. If you are flying IFR, your briefing should be even more detailed. Once you are in the soup, you do not want to be distracted by a passenger getting vertigo or becoming sick.

The more you explain each part of the flight: the departure, in-flight maneuvers, noise level changes and landing, the more calm and comfortable your passenger will be. An unexpected turn or power reduction can cause stress for someone not used to flying. Unfortunately most people will try to tough it out, trying to not ask questions or look silly. The result is a deep fear of flying in small airplanes, even though you did a good job getting there in one piece!

Your briefing should include at least the following:

- Seatbelts
- How to open the door (have them do it a few times)
- Where the fire extinguisher is and how to use it
- Why we use a check-list
- What is an engine run-up
- What to expect in the first minutes of flight
- What turbulence is and how we fly safely through it
- What the enroute segment will be like
- How the approach and landing will be performed
- Who the little ATC voice in the headphones is.

You can also give a nervous passenger an old chart with your course drawn on it, so they can occupy themselves navigating along with you.

A thorough pre-flight briefing should include your passengers as well as the usual check for Notams and weather. And if you want a really neat flight, go find a ten-year-old boy, strap him in the front seat of an aerobatic airplane, give him the stick at 5000 ft AGL and hang on!

### PMLAA CELEBRATES 100 YEARS OF FLIGHT



We've come a long way baby!



They'll be coming in droves to our June 7<sup>th</sup> meeting.

**PMLAA Supports**  
**The Columbia Airport**  
**37<sup>th</sup> Annual Father's Day Fly-in**  
**June 14 & 15, 2003**  
**Sat: 8am-5pm, Sun: 8am-3pm**  
 Food and Beverage Booths, Fly-in Camping  
 Biplane & Helicopter Rides, Aviation Vendor Booths  
 Antique, Classic & Warbird Aircraft on Display  
 Spot Landing & Flour Bombing Contest  
 Aircraft Fly-bys, Remote Control Aircraft Demos  
 Spaghetti Feed, Sat, 5:30pm at the Campground  
 Free Earlybird Dinner To All Who Fly In Fri Evening  
 at the Air Yosemite Hangar  
 Traditional Pancake Breakfast, Sat & Sun, 7-11am  
 Airport will be NOTAM closed 12 – 3 pm, Saturday  
 Temporary Tower Frequency: 126.4, Ground: 121.05  
 Call **209-533-5685** for more info



Addison Pemberton is resurrecting the Boeing 40.

## MEET FELLOW PMLAA MEMBERS

by Editor-in-Chief **Mary E. Kelly** and Profile Editor **Sydney Avey**

### LEE AND LLOYD THOMAS

209-962-6136

Lloyd Thomas, born in Indiana, was enjoying a cup of Irish coffee in a Stockton cafe when he met Lee, a native of California. That was in 1974, and two years later these charter members of PMLAA were married. Between them they have eight children. The newlyweds decided it was time to get out of the Central Valley and began looking for a place in the foothills. Luckily for us, in 1976 they chose Pine Mountain Lake. Lee says, "All we wanted was a piece of decent land for a little house. It was love at first sight when we found our property here at the airport." Lloyd adds, "At that time we weren't aviation-oriented...but now..." he smiles.



Lloyd, who graduated from a technical/vocational high school in Hammond, Indiana, majored in electricity. He worked for duPont, then Swift and Company. By 1949 he found himself dealing with the hazards of pressurized ammonia and other chemical substances. Before long he was Safety Director and Director of Special Services for California Ammonia Company (CALAMO). He also held the position of Associate at the Phoenix Training Agency in Stockton. Over the years he became responsible for developing and directing methods for controlling and regulating the use of hazardous materials all over the west, including California, Oregon, Washington, Nevada, Arizona and Utah. (Copper mining in Utah, where special needs were recognized, was a unique challenge.) In 1987 Lloyd set up his own consulting business, Thomas & Thomas: Hazardous Materials Training, based here in Groveland.

One of the advantages Lee and Lloyd found in choosing Groveland was its proximity to Columbia Airport where there was then a commuter airplane service. At that time Lloyd was not a licensed pilot, though he later became one when he bought Dudley Borowick's Cessna 172. Bryan Locke became Lloyd's partner and then his instructor. The plan was to fly to his office in Stockton, but eventually too many fog-bound days in the Central Valley made this impractical, and then the commuter service was discontinued. Soon Bryan bought out Lloyd's share in the Cessna. In 1997 Lloyd finally retired, but not really. Read on...

When Bill Harris and his friend Barney built the Corsair Coffee Shop around 1978-79, Lee offered to help and soon became not only a server but a supplier of excellent pies. After Bill left, various folks leased the Corsair but they didn't last long. Then Lee and Lloyd took over the lease and ran the place for roughly five years. It became a real meeting center for our pilots. When Heidi and Marv Strobe bought the Corsair Café, Lee continued to bake the pies, for which everyone was immensely grateful.

During this interview Lloyd played a couple of videotapes taken from media coverage of accidents involving trucks hauling hazardous materials, particularly compressed ammonia. I learned that the potential for disaster when this gas is suddenly released is profound. Water dissipates the gaseous effect of ammonia, but the mixture can be extremely damaging to yes, airways and skin. Then he showed me a film developed by Unocal that discussed "Shelter-in-Place" safety procedures

during a chemical emergency. As I watched I couldn't help but wonder why, with our national concern about biological and chemical warfare, our federal government has not distributed written and filmed material that would advise our citizens on how to protect themselves should such an attack occur.

Well, I learned a lot from both Lloyd and Lee, who, as I've mentioned have never really retired. He just finished painting their house and she frequently bakes delicious bread, which she shares with neighbors. (And the pies she brings to our aviation association meetings disappear with the speed of light!)

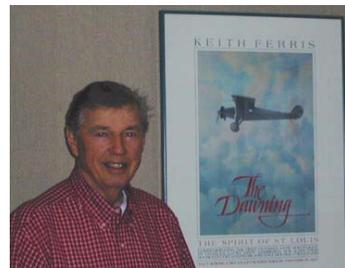
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### CHARLES W. HARRIS

cwh@hvsu.com, 918-622-8400

**Tag! You're a pilot! Pass it on!**

PMLAA members who frequent fly-ins to the far reaches of the U.S., such as Tulsa or Oshkosh, may have crossed paths with PMLAA member in absentia, Charles Harris. Charlie has been the chairman of the Tulsa Regional Fly-in since 1980 (the 2003



fly-in will be in Bartlesville, Oklahoma on September 19 and 20.) He also can be spotted in Oshkosh at the Red Barn area doing video interviews for the Vintage Aircraft Association.

Self-employed in the vehicle leasing and rental business in Tulsa, **Charlie**

**owns 15 airplanes** including two Pitts specials, a 1976 factory SI-S and a 1977 S2-A, both of which he finds exciting to fly because, "they are light and strong, with high power to weight ratios and they were the most advanced aerobatic aircraft that could be purchased in the U.S in the 70s." His collection also includes 5 Luscombes (1946-50), a 1942 Culver Cadet, a 1945 Piper Cub, 2 Swifts (1946 & 48), a 1973 Grumman AA1B, 1966 Mooney M20C, 1962 Cessna 172 and a 1949 Monocoupe 90AL-0320, the last one ever built.

Charlie is part of the sport aviation movement, a board member of the EAA Vintage Aircraft Association since 1988, Treasurer of the Vintage Aircraft Assn. and co-founder of the National Biplane Assn. The yearly Biplane Expo in Bartlesville (June 6-7 this year) attracts upwards of 500 airplanes, of which about 140 will be biplanes. An airplane collector and Vintage Aircraft Assn. Newsletter editor, Charlie joined PMLAA because, in his words, "you have outstanding people at Pine Mountain Lake, who are famous for the variety of their interests and quality of their friendships."

Charlie took his first flight when he was three, standing up in the front seat of his father's OX5-powered TravelAir 2000 biplane. He soloed at age 16. "In the 30s and 40s, flying was the most thrilling thing a kid could do," he reminisced. He laments that we haven't found a way to pass on the excitement and the spirit of flight to the younger generations. "The little airports are going out of business and the big airports are fenced and posted with 'Keep Out' signs."

Today, not many kids can wander onto a flying field and talk to pilots like Charlie. Other excitements vie for their attention.

But all pilots know what Charlie knows, that no two flights are ever the same, that every time you fly if you will open your

## **PMLAA MEMBERS SHOWCASED IN THE MODESTO BEE**

Condensed from an April 20, 2003 article by Garth Stapley



**PMLAA Member Terry Campbell** (pictured left with her friend and coworker Donna Dal Porto) owns seaplane school **Norcal Aviation**. Norcal operates on a 3,500-foot body of water called "The Pond," located on a Calaveras County cattle ranch.

Only 3 of the 80 seaplane schools in the United States are run by women and Terry and Donna have many fans. World aerobatic champion Wayne Handley told the Modesto Bee staff writer Garth Stapley, "The bottom line is Terry and Donna are extremely professional."

"The school has a good reputation in the industry," said Mike Volk, President of the Seaplane Pilots Association.

Former Norcal student Jim Gibertoni flies search-and-rescue missions for the U.S. Civil Air Patrol in Alaska, sometimes with float planes. "Every once in a while throughout life you come across somebody with a particular quality," Gibertoni said. "Terry is one of them. She's excellent, she knows what she's talking about and she has a superior product. That's why I chose her."

Bob Heath, a Texas-based commercial airline pilot with 25 years of flying experience, also learned to handle seaplanes from Campbell and Dal Porto. "The reason I picked them is that they're by far the most excited about what they're doing," Heath said. "I was most impressed with how organized and enthusiastic they are."

Norcal students practice at New Hogan and Don Pedro reservoirs. The single engine course is \$1,200. For \$300 more, the advanced course includes learning to land on rivers and mountain lakes higher in the Sierras. Visit <http://norcalaviation.com> or call their office at Calaveras County – Maury Rasmussen Field Airport in San Andreas, 209-736-4554, for more info.

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Condensed from an April 20, 2003 article by Betty Schroder. The color Photos, courtesy of The Modesto Bee, are from a May 1, 2003 article by Susan Herendeen on the same subject.

**PMLAA member Don Monaco** has an impressive aeronautics museum in his Modesto Airport hangar.



Don has opened his hangar to 22 students from 8 high schools so they can build two model airplanes. They are replicas of the **Wright brothers' Flyer** (pictured above)

mind to it, you experience something spiritual in flight and that aviation elevates us above our daily stress. Pass it on.

that made its first flight on Dec. 17, 1903, near Kitty Hawk, N.C. The models will be entered in a nationwide competition in connection with the Wright centennial observance.

Monaco approached the Stanislaus County Office of Education's Job Skills Academy (JSA) with the idea of students competing. He



offered his hangar for use as the construction site. The students -- 16 young men and six young women -- work in two teams, meeting three afternoons a week for three hours each time.

The original Flyer had a 40-foot wingspan; the replicas will be 8 feet 7 inches. That first Flyer traveled 120 feet and was airborne in just 12 seconds. The replicas will be static models of museum quality.

The young people work with inspiration all around them. They share the hangar with Monaco's gleaming Harvard 4, Canada's version of the U.S. Army's World War II AT-6. A fleet of model planes is suspended overhead from the high ceiling. Walls are covered with photographs and newspaper clippings, helmets, goggles, maps and other memorabilia of Modesto's aeronautical history.

When the competition is over, Monaco hopes to exhibit the students' Wright replicas in his museum. Not only will the display be a reminder of the historic work of the Wright brothers, it also will be an illustration of what a determined group of youngsters accomplished in the centennial year of powered flight.

Monaco's museum, 833 Airport Way, is open without charge Mondays, Wednesdays and Fridays from 3 to 5 p.m., and Saturdays from 8 a.m. to 5 p.m. (May be closed for a 30-minute lunch break at varying times.) Juan Gonzalez is the attendant. For information, call Don's Mobile Glass, 209-526-9100.

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### **THREE WILD FLOWERS**

1.

Some call the buttercup a weed -  
Insist it's brash, unpedigreed.  
But, first to rise from winter's mold,  
Each waxy bloom's a cup of gold.

2.

Proud pink clematis comes to mind  
When shooting stars (the native kind)  
Rise from tidy green rosettes  
To dance their miniature minuets.

3.

Step softly through the greening grass,  
Watch for wood violets as you pass.

April's rains brought forth each one  
These "almost-pansies" that shirk the sun.

**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 charitable services and events as well as 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 209-962-1990.

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.

ψ 2 David Clark headsets available for \$50 each. Please contact Mel Harte at 209-962-4745

Dear PMLAA ,

Thank you so much for the e-mails, phone calls and visits to Alan during his down time. It is wonderful to know that we have such a great group of friends that care about each other.

Sincerely, Alan & Conni Buchner

**Flag Day - June 14, 2003**



**Happy Father's Day PMLAA**



**June 15, 2003**

**Kittytails**, a non-profit feral cat rescue service, has many cool cats and kittens available for adoption. Call Kym Curran at 209-962-1060 or visit [www.kittytails.com](http://www.kittytails.com).



Save the Date

**2<sup>nd</sup> Annual Concours d'Elegance  
August 23, 2003**

**PINE MOUNTAIN LAKE AIRPORT WEBCAMS**



Looking south



Looking west

updated every 15 minutes  
plus other useful information

about our fabulous fly-in community  
[www.wallacecompany.com/Q68/index.html](http://www.wallacecompany.com/Q68/index.html)

**PMLAA THANKS KIRK WALLACE**

**The Paragliders have moved to Don Pedro !**

PMLAA member and EAA Chapter 1337 President **Alan Wallace** announces that the Paragliders operating out of New Melones (as reported in last month's *PMLAA News*)

have agreed to move their operations to Don Pedro at the request of FAA Flight Standards.

Thank you, Alan, for your efforts in this important safety matter and for keeping us informed.

# P M L A A



## 2003 PMLAA CALENDAR of EVENTS

General Meetings are held on the first Saturday of the month (August 9<sup>th</sup> is an exception) (no meeting in July) at The Pine Mountain Lake Lodge or other location to be announced. Meetings are either potlucks or catered as 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. PMLAA provides a no host bar at most meetings. Location and schedule are subject to change, so please check the most recent newsletter. Annual membership dues are \$20. We welcome your comments, questions and suggestions.

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>
<b>June 7</b>	<b>Addison Pemberton</b> <b>Catered dinner at the Blankenburg hangars</b> <b>Festivities begin at 4 pm</b>	<b><i>30 Years of Flying Fun</i></b> <b><i>and Restoring the 1928 Boeing 40-C</i></b>
July 5	No meeting but great fun on Pine Mountain Lake including the Boat Parade & a fabulous Fireworks Display	
August 9	Test Pilot James "Skeets" Coleman <i>Potluck with a no-host bar at the Buchner hangar . . .</i>	<i>First Flights in the VTOL Pogo &amp; Other Adventures</i>
September 6	US Navy Captain Ray Alcorn	<i>Survival in the "Hanoi Hilton"</i>
October 4	Captain Robert Goebel, Mustang Ace	<i>P-51 Adventures</i>
November 1	Bob Ettinger, Edwards Air Force Base	<i>The Global Hawk, State-of-the-Art Surveillance</i>
December 6	<a href="#">Thanksmas Party</a>	<i>Too Much Fun</i>
January 3, 2004	Dr. Ken Orloff	Aircraft Accident Reconstruction

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 June 11, 2003 at the home of Jane Hansen.

### 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

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	Malcolm Milliron	209-962-4508
	Paul Sperry	209-962-4178
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Merchandise	Rich McGlashan	209-962-7928
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Guest Speaker Programs	Keith Zenobia	209-962-4014
	Renee Leakakos	209-962-0499

### LEGAL COUNSEL

### NEWSLETTER

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Member Profile Editor	Sydney	Avey
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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**

at

***Kent and Sandy Blankenburgs' Hangars***

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

**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**

***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.**

