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From EAA AirVenture 2002

# Happy Independence Day

Pine Mountain Lake  
Aviation Association Members

## PRESIDENT'S CORNER

**A**ddison Pemberton was a terrific guest speaker at our June 7<sup>th</sup> meeting. His e-mail to me the next day read, "We enjoyed the friendship and hospitality at the PMLAA bash very much. It was an honor to speak at the dinner and it was a lot of fun. We made some great memories. The Blankenburgs are very special people who have a wonderful way of making every one feel comfortable and welcome." I couldn't agree with him more.



It was a spectacular afternoon and evening with a **record 310 PMLAA members and guests**. The setting was magical; thanks to Kent and Sandy Blankenburg who opened their magnificent museum adorned with wonderful vintage aircraft and memorabilia.

Our VP of Social Affairs Pat Price with Sandy Blankenburg and Conni Buchner, did a superb job together with numerous volunteers. Our ticket sellers: Red Rossio, Rose Heuer, Linda Craig and Terry Campbell raked in the dough, as did The Dynamic Duo, Jane Hansen and Harriet Wallace at the no-host bar. Barbara Coldren, Nance Deardorff and Joanne Martin handled the reception area. Ken Codeglia and Phil Hickerson did their multimedia magic.

The BBQ was exquisite, thanks to Master Chef Don Sheridan and his crew: John Andrews, Jerry Baker, Dwaine Carver, Paul Price and Roger Sloan. Many volunteers prepared the delicious appetizers, salads and desserts.

Eleven lucky people won rides in wonderful aircraft and boats. Thank you to our members who donated their time and aircraft or boats to provide rides to the lucky winners. They were Jerry Baker, Vicky Benzing, Kent Blankenburg, Alan Gaudenti, Clay Lacy, Malcolm Milliron, Rand Siegfried, Steve Stavrakakis and Michael Thoben.

Over 25 amazing vintage airplanes (including four award winners from the Merced Antique Fly-in) plus a dozen classic and antique cars and motorcycles delighted the crowd.

Speaking of the Blankenburgs, their 9<sup>th</sup> Annual Luscombe Luau, on May 16<sup>th</sup>, drew over 300 aviation enthusiasts and over 100 classic and antique airplanes!



The 39<sup>th</sup> Watsonville Fly-in and Airshow on Memorial Day weekend was also great fun despite the persistent cloud cover. Pictured here are the Buchners'

Waco and Benzings' Stearman at Watsonville.

The 46<sup>th</sup> Merced West Coast Antique Fly-In on June 6 & 7 complemented our event as we enjoyed the company of several who flew in from there to party with PMLAA.

Many PMLAA members enjoyed Columbia Airport's 37<sup>th</sup> Annual Father's Day Fly-in on June 14<sup>th</sup> & 15<sup>th</sup>.



Hundreds of thousands of aviation enthusiasts will descend on Oshkosh, Wisconsin, July 29-Aug 4, for EAA's 51<sup>st</sup> annual convention. We'll celebrate the 100<sup>th</sup> anniversary of powered flight by Orville and Wilbur Wright. It is an awesome event with over 500 educational

and informative forums and more than 700 aviation companies displaying the latest products and technological advances.

The world's most accomplished aerobatic pilots will thrill us in air shows every afternoon. Over 10,000 aircraft of every model and vintage will be on display from ultralights to warbirds, biplanes to rotorcraft, seaplanes to bizjets. There truly is something for everyone at EAA's AirVenture. I'll report on this phenomenon in the September issue of *The PMLAA News*.

**S**everal PMLAA members attended the County Board of Supervisors meeting on June 3<sup>rd</sup>. Qualified motions were made to change PML Airport's **CTAF** to MULTICOM 122.9 and Columbia's to 122.975, subject to review by the county's risk management and legal counsel. I have posted the minutes from that meeting on our website, [www.pmlaa.org](http://www.pmlaa.org).

**O**ur scheduled August speaker, **Skeets Coleman**, has taken ill and has postponed his visit to PML. I am pleased to report that he is expected to make a full recovery. **Captain Chuck Shaheen** will honor us with a visit at our August 9<sup>th</sup> meeting. Chuck flew 260 sorties in Vietnam and was shot down on his last mission as a "Misty" (Commando Sabers—forward air controllers) on August 17, 1968 over North Vietnam, with Dick Rutan in his back seat.

**A**t our June 7<sup>th</sup> meeting, I asked for feedback on whether we should hold our October 4<sup>th</sup> meeting at **Castle Air Museum**. Although the response was positive, many members later expressed their desires to keep it in PML. So, how about a fly-out/drive-out to Castle on Saturday, October 18<sup>th</sup>? Please call Rich McGlashan at 209-962-7928 if you are interested.

**R**and Siegfried kicked off EAA's Wild Blue Wonder Program by orchestrating a field trip to PML Airport for 135 Tenaya Elementary School fifth, sixth and seventh graders. In collaboration with Tenaya's Principal Don Moore, Rand arranged for these enthusiastic kids to visit several PML

airport hangars for hands-on education in different aspects of aviation. They learned about fundamentals of flight, aircraft construction and aviation history as well as the Young Eagles

and the Wild Blue Wonder program that they can participate in over the next year. The Union Democrat newspaper ran a story (pictured right with Rand's Beech 18 and The Blankenburg Museum) on the event. The students attended mini



seminars at the hangars of the Blankenburgs, Buchners, Colliers, Jobes, Siegfrieds, Larry Struck and Jim Thomas. Several PMLAA members (Bryan Locke, Malcolm Milliron, Rich Nurge, Paul Price, Red Rossio, Judy Sheridan and I) guided groups of students to each seminar throughout the day. Mary Kelly and Rich and Laurie McGlashan also participated, as did several other ardent PMLAA volunteers.



Members of the Modesto Area Chapter of the Model A Club drove their treasures to the Blankenburg Museum on June 22. They offered a \$100 donation; the Blankenburgs requested they make the check payable to

PMLAA. Thank you Kent and Sandy and Modesto Area A's.

At the suggestion of Rich McGlashan, we have established the

### ANNUAL PMLAA

#### MARK KELLY SCIENCE AND TECHNOLOGY AWARD

in honor of Mary Kelly's late husband, a distinguished NASA scientist, and PMLAA Charter Member. The award, a \$250 US Savings Bond, will be presented by our very own **Mary Kelly** to one outstanding Tenaya School 8<sup>th</sup> grader each June.

Happy Independence Day and Happy Flydays,

ψ Keith Zenobia

**Blankenburgs' 1939 Spartan Executive  
& McGlashans' 1941 Ryan PT-22**



Part of the PMLAA Clan at  
Columbia Airport Father's Day fly-in.

**DAY STAR**



Night's silver stars glitter and gleam  
Against their blue-black firmament  
Then yield to the day-star  
And the intense gold of the lily  
Mariposa - the butterfly.  
Look deeply into its yellow cup:  
Three sage-green sepals support  
A triad of wide aureate petals,  
Each with its red-brown eye.  
Deeply hidden in the center  
Six creamy, pollen-laden stamens  
Serve a tiny three-pronged stigma:  
Springtime's cup of gold  
Growing here in perfect symmetry  
Amid wild grasses, trailing vetch,  
And persistent pink filaree.

**Mary E. Kelly**

**FINAL FLIGHT....**

Tuesday afternoon, June 17, the airport community lost a long-time friend when **Jon Aldrich** died following an automobile accident in Groveland.

Jon was an early member of PMLAA. His collection of aviation memorabilia was extensive, and he was known as "Old Jon" to his customers long before he deserved the "old."

One of my favorite memories of Jon is of the time during a Thanksmas Party "Yankee swap" when I came close to winning an autographed copy of Lindberg's Spirit of St. Louis. When someone on the next round claimed it I was crushed, and my dismay must have shown in my face. The next thing I knew Jon had redeemed it and handed it to me. I'm not sure my thanks even began to indicate my deep gratitude. I still have the book.

Jon and Pat were a good team. Curtiss was a first-class son (Jon insisted that it was all his mother's doing). We offer our love and sympathy to Jon's dad, Harry, and all the family.

**Mary E. Kelly**

**Safety Corner**

**Inadvertent Upset**

**-- Mike Gustafson, CFII**

Most of the time we wish for and get a very smooth flight. Most of the time flight conditions can be predicted based on winds aloft forecasts and pilot reports. But once in a while we are caught by surprise and suddenly, instead of blue up and green/brown down, the world has gone crazy and blue is down and green/brown is up! How will you respond?

Let's start with the easy part: you are at 9,500' and caught in a rotor cloud you hadn't noticed. The autopilot is on and bang, the right wing starts up, and before you can hit the autopilot off button, you are upside down. You can try to overpower the autopilot and honk on the right side of the yoke to try to arrest the roll. The problem is you're fighting the autopilot and can't feel what the airplane is trying to tell you. You are already almost over on your back, so the airplane knows that the only way out is to "push and roll," roll with the inertia of the plane. It will be a lot shorter time hanging on the seat belt if you go with the flow.

Unfortunately, the usual response is to pull through or complete the split "S" out of the inverted position. While this is an excellent aerobatic maneuver, trying it in your Mooney will result in shucking the tail feathers off the plane. I know a Flight Instructor who once tried to spin a Mooney. He saved his bacon by extending the gear and flaps, and, pushing the prop into full flat pitch. The result was some bent gear doors, but they lived to talk about and hopefully learned how fast slick airplanes build up speed when pointed straight down.

The most common inadvertent upset situation is wake turbulence while following a larger airplane on short final. Remember, wing tip vortices tend to fall and float with the wind. So, stay above and upwind of the flight path of the 757. The best answer is to go around, staying high, and let the heavy aircraft get well out of your way. Sometimes ATC's 4-minute separation between aircraft is just not enough. But let's say you didn't go around, you are 500' off the ground, with autopilot off, gear down, flaps out and the plane starts to roll. The right wing is up but not over 90 degrees. Your response should be full power, full right rudder to bring the nose up, and right aileron to get the wing down. If the roll rate is faster than you are, go back to full power and "push and roll" with the inertia of the vortices.

The last condition to consider is hitting wake turbulence in the take-off condition. The good news is that you already have full power applied, but you are slow with a nose up attitude so as the plane rolls you need to let the nose drop down to gain speed and then put in the appropriate control responses to correct the situation.

Don't wait for one of these scenarios to occur to plan an escape maneuver. Go out with your trusty steed and rock and roll a little to see how it responds. This is not a recommendation to perform aerobatics in your Bonanza but rather a few Dutch Rolls, maybe a Chandelle or two so you get a feel for the plane in conditions other than straight and level. The next step would be to strap on a parachute and an instructor, go out in an aerobatic airplane and practice the "roll and push" escape maneuver until it becomes second nature.

Fly safe. See you in Oshkosh.

## MEET FELLOW PMLAA MEMBERS

by Editor-in-Chief Mary E. Kelly and Profile Editors Sydney Avey & Virginia Gustafson

### CHARTER MEMBERS MARY AND PAUL WOLLITZ

This month's interview with Charter Members Mary and Paul Wollitz demonstrates the great impact aviation can have on two people who have traveled all over the world. They met at an airport, ended up sitting together on a flight from Oakland to Los Angeles 32 years ago. And both had been student pilots who eventually earned their SEL tickets.

Paul's career took him a long way from the Wisconsin farm where he grew up. For a while he was land-locked as he worked as a truck driver for Glendale Transfer, but soon he was working for Vega, a Lockheed subsidiary, first in the tooling department, later building jigs and fixtures requiring great precision. When the war came along, he enlisted and was sent as an infantryman to Camp Roberts and its population of rattlesnakes.

The war ended and everything went on hold. Paul got thoroughly tired of biding his time while he waited for his release from the army. When he was assigned to "busy work" picking up cigarette butts on the base along with the rest of the enlisted men, he went to his colonel and had a serious talk. As a result, he was assigned to an office job that used his skills. Paul left the army with a sharpshooter medal (Garand) and an expert medal (carbine).

In December of 1945, complete with wife and four daughters, he went back to Lockheed Burbank and worked in the model shop. In his spare time, he attended Glendale Junior College, earned his airframe and private pilot tickets, and got his real estate broker's license.

Over the many years of his career as a supervisor/flight engineer/trainer he worked for several aircraft companies, including Lockheed, the Flying Tigers, Resort Airlines and Trans-International. At Lockheed's Sunnyvale facility he was in charge of production control. He worked on Lockheed's "Pogo" and the Agena Satellite; and trained Japanese Airline and Indonesian Airforce flight engineers, who were flying the DC-8. Paul's eyes light up when he talks about he DC-8: "A beautiful airplane."

In December of 1982 he retired...sort of. (He signed up with Kelly-Girl.) His flight hours as an engineer total 15,187 and as a pilot, 396. He's had only a couple of exciting moments, for which he's grateful. One was when he was aboard a DC-10 that blew an engine over Okinawa and the controllers kept them circling for half an hour while other aircraft landed. The other, at Honolulu, involved a blown tire that created a lot of smoke and possible fire on a DC-8.

Let's talk now about Mary, who as a child lived for a short time in the Hearst Castle at San Simeon. She yearned to fly, but her attempt at lessons as a teen-ager came a cropper after four hours when her mother, considering it inappropriate for a girl, found out. So on to UCLA for a couple of years, then marriage in 1944. While her officer husband flew from base to base, Mary drove the car loaded with their eight children. Can you imagine moving 17 times in five years?!

Besides traveling the United States for many years she's been all over Asia, climbed Mt. Fuji, skied on Hokkaido, and met and talked with General MacArthur and his wife. (Mary with her camera tried to join the press photographers in covering



the general's visit and was told to get back with the other officers' wives.)

After her husband's death, Mary settled in Hayward where she worked for Sears, and in San Lorenzo for Denevi's Camera shop. She got back into flying, but circumstances got in the way of her getting her license. It wasn't until Mary and Paul came to Pine Mountain Lake and Captain Larry "Sez" Jobe learned of her efforts to get her ticket that, with his help, she completed her training.

Now, about that meeting 32 years ago. As seat mates on the flight from Oakland to Los Angeles, Paul and Mary chatted, learned that both were interested in flying, and that each knew about the glories of Pine Mountain Lake. They began dating and six months later, on February 13, 1971, Paul brought out an engagement ring. But Mary made him wait until after midnight and Valentine's Day before she would accept it. They promptly bought lots in Pleasanton and PML (both on the same day) and elected to build here on the hill. At first they bunked in a motor home while they built a hangar. Soon the house materialized in the 1980's...and it keeps growing.

Paul and Mary have been active in the Civil Air Patrol and the Sheriff's Squadron as well as our own association. My thanks for a fascinating interview with two very nice people.

τ Mary E. Kelly

### MIKE AND MARY CARBON

Mike and Mary Carbon are putting the finishing touches on the newly remodeled and redecorated home they have owned for two years on Mt. Springs Court, where they have a birds-eye view of the runway and mountain peaks beyond.

Recently retired, Mike was the Information Systems Manager at the Santa Clara County Superior Court. Mary is a staff analyst at the Santa Clara Valley Water District, happily nearing retirement.

Mike and Mary commute from San Jose to PML every weekend in their 1964 Bonanza S35 V-Tail with their rescued greyhound, Minnie, and two cats: Micio, a Russian Blue and Mia, a Manx. "They are great flyers," Mary says.

Mike and Mary are long-time property owners and have been members of the aviation association for ten years. They met while working for the County of Santa Clara and married in 1986. A visit to their home isn't complete without a tour of Mike's woodshop, where he built a cradle for his grandson Nicholas, who lives with their daughter and son-in-law in Stockton. Mary has plans for an extensive garden as soon as she can be here full-time.

Mike, a skydiver in the Air Force and a Vietnam veteran, got his pilot's license in San Jose in 1980. Their most fun flying adventures were their many fly/camp trips to Oceano (L52).

Oh, and did we mention, Mike makes a mean cheesecake!



ξ Sydney Avey

MEET FELLOW PMLAA MEMBERS (continued)

JAN AND ROGER SLOAN

Jan and Roger started building their beautiful log home near the end of runway 27 in 1992. It was a labor of love that took five years to complete. They did almost all the work themselves. The 3000 sq. ft. hangar was completed soon afterwards with lots of help from neighbors, especially Dwaine Carver and the "Boys Club."



Jan and Roger met in Bangor, Maine where Jan was in nursing school and a friend fixed her up with a handsome "fly boy" from the nearby Air Force base. Newly married, they moved to California where Roger started his 33-year career as a United Airlines mechanic. They also spent five years in Hawaii with United, where Roger rebuilt a Luscombe and Jan learned to fly in a Yankee.

Jan spent her career in nursing, most of it in critical care, which she found especially rewarding. She retired from the Eden Medical Center ICU and trauma center.



Today Roger spends lots of time "puttering" in his hangar and joining the fun at the airport Boys Club. He's also working on rebuilding an old wooden boat.

Jan loves to travel; she went to China with the PML group this year. She's also an avid quilter and is active in the Garden Club. They have a Piper Warrior and often travel to visit family – two daughters and four grandsons in Livermore.

Jan and Roger are enthusiastic PMLAA volunteers.

⊞ Virginia Gustafson



**PINE MOUNTAIN LAKE AVIATION ASSOCIATION**  
**T-SHIRTS, PATCHES & DECALS**

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 and charity items and services they wish to buy or sell.

FOR SALE

ψ 1959 C-150 Project: \$6,500. Please call Rich McGlashan, 209-962-7928.

ψ CFII Provides Flight Instruction: Private, Instrument, Commercial, Flight Review, IPC & Mountain Checkout. Please call Linda Monahan: 209-962-5181.

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. Sean Brady at 209-962-0422.

ψ Looking to share hanger space for my Bonanza A36. Please call Norm Peebles at 209-962-1990.

ψ Help restore my memory – mine, not the computer's. I loaned my aircraft brake bleeder to someone. Was it you? Please call Rich McGlashan, 209-962-7928.

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.

2nd Annual Concours d'Elegance August 23, 2003

Proceeds will go to Kittytails, a non-profit feral cat rescue service, with many cool cats and cuddly kittens available for adoption. Call Kym Curran at 209-962-1060 or visit www.kittytails.com.



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 for this great tool.***

# P M L A A



## 2003 CALENDAR of EVENTS

Meetings are generally held on the first Saturday of the month (August 9<sup>th</sup> is an exception and no meeting in July) at The Pine Mountain Lake Lodge or private hangar to be announced. Meetings are either potlucks or catered as noted. For potlucks, please bring enough food to accommodate you, your guests and a few more. PMLAA provides a no host bar at most meetings. Coffee, paper plates & plastic utensils will be available, but feel free to bring your own service. 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>
June 7	Addison Pemberton Catered dinner at the Blankenburg Museum	<i>30 Years of Flying Fun and Restoring the 1928 Boeing 40-C</i>
July 5	<b>No meeting but great fun on Pine Mountain Lake including the Boat Parade &amp; a fabulous Fireworks Display</b>	
August 9	Combat Pilot, Captain Chuck Shaheen Potluck with a no-host bar at the Buchner hangar . . . NOTE: This is the <u>second Saturday of August.</u>	<i>F-100 Forward Air Controllers Over North Vietnam</i>
September 6	Educator Dewayne Gipe US Navy Captain Ray Alcorn	<i>Americanism – A Short Story 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	<u>Thanksmas Party</u>	<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 July 9, 2003 at the home of Pat and Paul Price.

### BOARD OF DIRECTORS

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### NEWSLETTER

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