



Volume 17, Issue 10, October 2002
A Monthly Publication of the Pine Mountain Lake Aviation Association

Kenneth T. Brown

About our guest speaker for Saturday, October 5, 2002

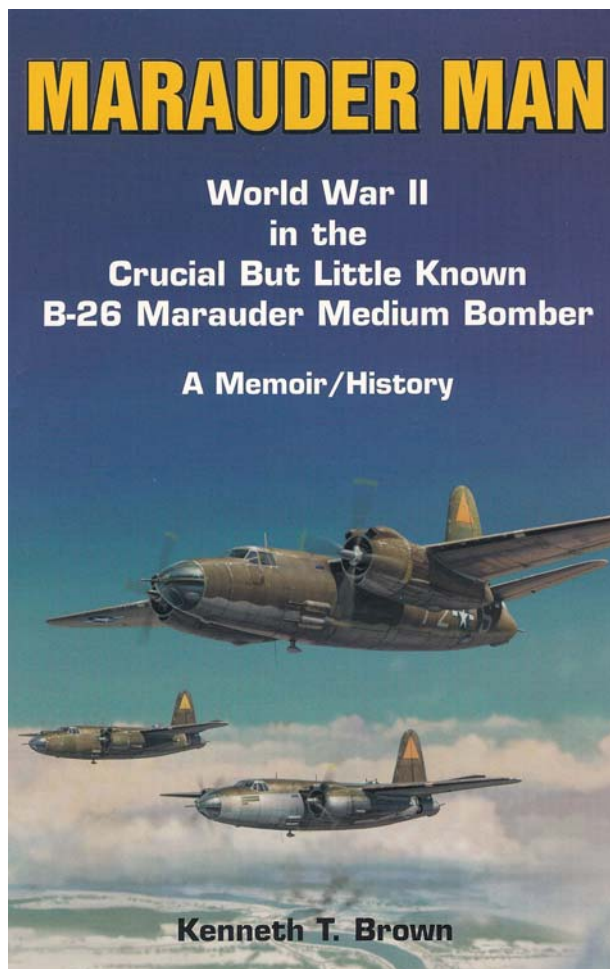
A Quaker by birth and a pacifist by nature, Ken Brown nevertheless volunteered for service in the United States Army Air Forces because he saw fascism as a greater evil than a war to destroy fascism. Opting to be trained as a bombardier and navigator, Cadet Brown was a budding scientist who completed the required training and took his precision of thought to England, where he and his B-26 crew were assigned to the Ninth Air Force's veteran 391st Bombardment Group. In due course, Lieutenant Brown moved up to become one of a handful of lead navigators who guided the 391st Group's bombing formations to and from their targets, often in bad weather.

Ken Brown's admiration for the Martin B-26 Marauder has been carried down through the years since World War II, and his retirement from the world of science cleared the way for him to fill what he feels is a wide gap in the readily available historical record of that remarkable airplane. This he accomplishes with chapter-long asides describing the development of the B-26 in record time, its early deployment to the Pacific (where a mere four Marauders delivered an attack arguably decisive to the outcome of the Battle of Midway and, thus, of the Pacific War), and its important role in the air campaign run out of England against all manner of targets in occupied western Europe, most notably in preparation for D-Day.

Marauder Man is a precise yet sensitive account of combat life in an aircraft Ken Brown came to respect and

even love; a memoir often unique in its perspective and insight.

Mr. Brown's book joins the fray just before his group moved to an advance airfield in France and follows through to the end of the war by way of his own observations and experience. Along the way he describes aerial combat from the perspective of a non-pilot with two vital roles to play in the tactical bombing in Europe.



Kenneth T. Brown used the G.I. Bill to complete his undergraduate education at Swarthmore College in Pennsylvania and then obtain a doctorate in physiological psychology. After further training under postdoctoral fellowships, he had a long career as a distinguished professor of neurophysiology at the University of California Medical School in San Francisco. In retirement he remains in San Francisco, where he designs and makes furniture for his family and friends.

Ken Brown has received accolades from a variety of book reviewers like retired USAAF historian Walter J. Boyne who wrote, "Brown has written a literate, exciting and accurate book, one that will be

of interest to everyone, not just Marauder fans."

The Pine Mountain Lake Aviation Association is delighted to welcome Mr. Kenneth T. Brown as our guest speaker on Saturday, October 5th.

PRESIDENT'S CORNER

Mike Clancy gave us a fascinating and entertaining look into the production of the world's best selling helicopters, the Robinson R-44 and the R-22, at our September 7th General Meeting.



Thank you to **Alan Gaudenti** for flying me to the Robinson Helicopter factory in Torrance in his magnificent King Air where Mike Clancy gave us a private tour of the facility. I learned a great deal listening to A&P / IA Alan's intelligent questions and Mike's articulate answers. Thanks also to Alan for flying Mike



to and from Pine Mountain Lake and Torrance. We are grateful to **Larry Struck** for introducing Mike and recommending him as a speaker.

Congratulations and many thanks to **Paul Purifoy, Kym Curran** and friends for expertly producing the first annual **Concourse d'Elegance** at Pine Mountain Lake Airport. Proceeds from this first class event went to **Kittytails**, a feral kitten rescue society founded by Kym. What a fun day it was. Can't wait 'til next year. See photos on page 8.

2003 PMLAA BOARD OF DIRECTORS



Pursuant to our PMLAA bylaws, I have appointed a three-person Nominating Committee to seek out qualified PMLAA members interested in serving on our Board of Directors for 2003. I will formally introduce the

Nominating Committee at our October 5, 2002 General Meeting.

While most of the 2002 board members are prepared to stay on for a second term, we encourage any member wishing to pursue a Directorship to contact one of our Nominating Committee members. They are Kay Smith (209-962-6986), Rich McGlashan (209-962-7928) and Eric Henderson (209-962-0832). The PMLAA general membership will elect the 2003 Board of Directors at our November 2, 2002 general meeting.

PMLAA Committee Members are appointed by the President Elect. Any PMLAA member who wishes to serve on a committee should contact the President Elect after the November 2nd election.

Red Rossio is unavailable to emcee our Thanksmas Party this year due to his conflicting duties as the Groveland Rotary President. I am happy to report that the King of Wit, Mr. Paul Price (pictured below with his



lovely wife and PMLAA VP Pat) will do the honors. Santa Claus has also agreed to take time out of his busy schedule to join us.

PMLAA member Rand Siegfried's brother Rick, from Chicago, took third place in the Bronze category at the September 2002 Reno Air Races in his stock AT6D. That's Rick flying his AT6D below and Alan Gaudenti with Rand on the left and Rick on the right.



See more photos of the 2002 Reno Air Races on page 6 of this edition of the [PMLAA News](#).

Happy Flydays.

✶ **Keith Zenobia**

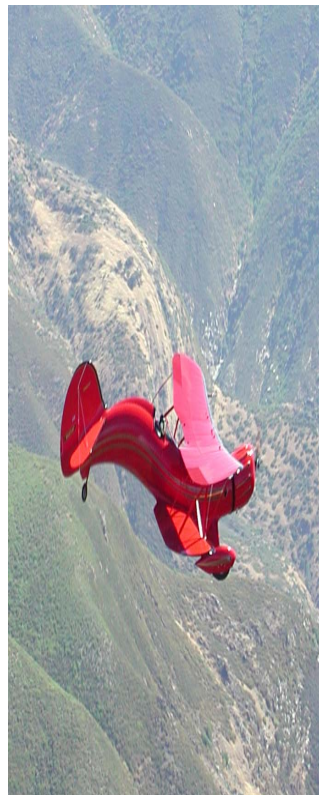
IN THE NEWS



34 members of the **Sacramento County Sheriff's Aero Squadron** flew in to Pine Mountain Lake Airport on August 21st to visit **Kent and Sandy Blankenburg's** collection of vintage airplanes, scooters and memorabilia and to hold their monthly dinner meeting at the PML Country Club. PMLAA member **Jim Phillips** orchestrated the event, which included preparation of his famous root beer floats for all. **Paul Price** chauffeured most of the visitors in his motor home to and from the tie-down area, the Blankenburg hangars and the Country Club. **Jim Phillips** gave a fascinating account of the history of Groveland at the meeting and has agreed to do the same for the PMLAA. The Squadron's **President Hal Poage** presented Keith Zenobia with a **\$250** check payable to the Pine Mountain Lake Aviation Association as a **donation in the Blankenburgs' name**. Thank you so much.



Check out what our guys across the water did. This very special Mi-24 helicopter is presently flying in Afghanistan, where it is no doubt causing quite a stir.



Michael Thoben tames that Wacky Waco.

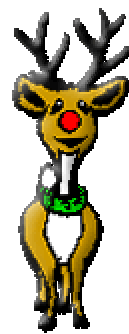


Jane Hansen celebrated her 83rd birthday on August 14th. Doesn't she look fabulous?

PMLAA member **Linda Monahan** was just awarded the FAA's **Gold Seal Flight Instructor Certificate** for outstanding achievement. By the way, Linda signed off 16-year-old PMLAA member **Tyler Orsow** last month for his glider rating check-ride, which he then passed on the same day.



THANKSMAS PARTY



Saturday, December 7, 2002
at the
Pine Mountain Lake Lodge

Dinner will be served by Banny's of Sonora

Bring a wrapped gift costing up to \$15 for the Yankee Swap



Please see the flyer with attached reservation form that accompanied this edition of the PMLAA News.



6th Annual Toy Drive for Needy Children

Bring a toy, game or two. You'll feel good through and through.

6:00 p.m., Saturday, December 14, 2002
at the

Blankenburg's East Hangar

Buffet dinner will be catered by Banny's of Sonora

Please see the flyer with attached reservation form that accompanied this edition of the PMLAA News.

Oshkosh Surprise

Jim Thomas

My decision to fly my 1947 Piper Super Cruiser to Oshkosh was something I have had in the back of my mind for the last couple of years. I had been to Oshkosh before but never in my own plane and I envied those pilots who were camping under their wings right in the center of the action. I also wanted to show off the uniqueness of my plane. All the Cubs Piper had built were covered with fabric. My Cub had its fuselage covered with aluminum in 1954 by Met-Co-Aire in Fullerton, California. Also, when I rebuilt my Cub I added many unusual modifications. The result is a one-of-a-kind airplane, which is fun to fly, practical and a real attention getter. Thus, I nicknamed her the "Chrome Cub."

Well, even though I expected my Cub to receive some looks at Oshkosh, I was not expecting it to be selected for a feature article in the EAA's Vintage Airplane magazine. So when I returned to my plane after my first day at Oshkosh and found a note on the propeller, which read, "We'd very much like to do a story on you and your airplane for the EAA magazines," I was thunder struck. First, I was proud to think my plane was worthy of such an honor, but I was distressed because of the condition of my plane. You see, I had been flying the plane for nearly 70 hours, from PML to Alaska and on to Oshkosh, through millions of bugs and out of muddy gravel strips. It was very dirty.

I had about 4 hours to clean my plane because I had returned from the photo briefing at 5 PM and I was scheduled to fly with the photo plane at 6:30 the next morning. Fortunately, a friend and part time PML visitor Brett Stephens happened by my plane and offered to help me out. It was a blessing that Brett is a very tall person who was able to clean the top of my wing since I didn't have a step ladder.

The EAA air-to-air photographers wanted to shoot early in the morning when the lighting is best. I awakened to overcast conditions and thought the photo shoot would be scrubbed. However, there was another plane scheduled to be photographed before me and much to my surprise he and the photo plane, designated "Photo 1", departed on-schedule at 6:00 AM. There was a spot of sunshine coming through the clouds north of Oshkosh big enough for the photo sessions.

When it was my turn to be photographed, I pulled into "Photo 1's" 8 o'clock position. Once there, we entered a slow left turn that brought the sunlight around to shine on the front of my plane. Every so often the "Photo 1" pilot

would ask me to "come up 5 feet" or "move back 20 feet" and so forth to position me for the next series of shots. We continued to circle to the left until the sunlight came back around casting the desired light on my Cub. At



times the sun would be positioned just above "Photo 1" and shining right into my eyes as I tried to stay in close formation.

This is actually the perfect photo position but made it nearly

impossible for me to see "Photo 1" because I was squinting my eyes, which were tearing like crazy. Twice I had to break-off and tell "Photo 1" that I had lost sight of them due to the direct sunlight in my eyes.



We continued to circle in formation for about 30 minutes, chasing the sunlight and maneuvering to vary the Wisconsin countryside background scenery. I have to admit I was getting tired because of the constant concentration and staring out the upper right side of my windscreen. Finally I was told to "get ready for the left break" followed

shortly by "break left now" and it was all over. Or at least I thought it was!

Later that morning another EAA photographer showed up at my tie-down to shoot the ground and interior shots.

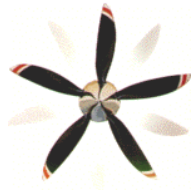
We oriented my Cub such that the sun would be at the proper angle for his photos. I showed him some of the interior features of my Cub including the hidden tool box under the back seat and how the back seat folded down to make a long flat baggage area suitable for sleeping, if necessary. All told, I believe the photographers shot about 14 rolls of film.

My day was not over yet. In the afternoon Budd Davisson, one of the most prolific and recognized magazine authors, arrived at my Cub to interview me. What an honor to meet this renowned author and even more exciting was that he was interviewing me! Budd and I talked for about 45 minutes and I was surprised that he was as much interested in my flying career and me as he was in my unique Piper Cub.

It was a great experience to see what it takes to produce an article for an aviation publication. I now can personally relate to every person who is featured in any aviation magazine article and appreciate the work and effort it takes to bring us all our monthly airplane magazines.



PROP WASH



At press time, Betty and Don Correa have been out gallivanting again. This time in Belgium, Switzerland, Germany, France, Italy and Spain. Those kids sure know how to live-it-up!

So that's Prop Wash for this month.

-- KZ

EVENING, SEPTEMBER 5, 2002



Cool silence.
Above hang graying cumulo-stratus,
Pregnant with rain, ready to release.
Patches of deep blue lie open in the west,
And a moist breeze softens the air.
No sound,
Only the steady tread of my sneakers
As I follow my tip-toeing Kate.
How purposefully she trots ahead,
Tugging gently on the leash!
We walk through evening's stillness,
We two, and I am glad.

Mary E. Kelly

When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.

— Leonardo da Vinci



RENO AIR RACES 2002





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.

Fred Bullard

707-763-8754

fbull32750@aol.com

Fred lives in Petaluma and has been visiting PML for years. He loves golf and flying, so it's the perfect vacation spot. Tom Tingley introduced Fred to PMLAA.

Fred is a pilot and recently bought a 1974 210L so that makes the trip to PML fast and easy.

He is a sales rep for Ivy Hill Packaging, a subsidiary of AOL/Time Warner. He sells cartons to software companies for



packaging their products.

Fred is single; he loves golf and skiing, but his real passion is flying. He has enjoyed coming to the PMLAA meetings, meeting other members and hearing interesting speakers.

Carolina and Ron Labby

leggs1vk@attbi.com

925-980-4125

Carolina and Ron are residents of Livermore and were introduced to PML by their friends Ken Coe and Danny Parker.

Ron has been a pilot for about 15 years. He is part owner of a Cessna 172, Cessna 182, and a Beech A36. The Labbys recently sold their Long EZ and consider themselves "between planes."

Carolina has been a licensed pilot for a year. She owns a straight tail Cessna 150 and also logs a lot of passenger hours pursuing her aerial photography hobby.

Ron is an engineer who was originally employed by Tandem, which was bought by Compaq, which was bought by HP. As one of the earliest Tandem employees, he's one of the few who can still answer all the technical questions.

Carolina has been working at California Gyros & Instruments for six years, where she is responsible for managing (FAA) regulatory compliance and shop operating procedures. She also works part time for a portrait and wedding photographer, and as an office manager for Edgington Plumbing. She manages to squeeze flying and roller-blading into her busy schedule.

Ron and Carolina's 22-year-old son, T.C. is in his last semester at San Jose State University, majoring in radio, TV and film. T.C. started out flying his Mom's 150, but discovered parties and girls at college. He still doesn't have his pilot's license, but he does know how to party and has a girlfriend.

The Labbys became PML members when they heard about the Alaska trip this year. They loved traveling with Jim Thomas



and the Prices. They are pictured here with Sterling Price on the far left next to his dad Paul, Jim Thomas on the far right and their friend Al Knabe on crutches from Livermore. The Labbys look forward to more great trips with the PMLAA group and getting to know more people at Pine Mountain Lake.

Donna and Terry Rutledge

209-858-4574

stinson1947@attbi.com

Donna and Terry recently purchased a lot near the approach path for runway 27, across from the stables. They are in the process of selecting the perfect house plan and contractor. They currently live in Lathrop but hope to move full-time to PML in a couple of years.

The Rutledges found PML in search of the \$100 hamburger, flying out of their home airport in Stockton. They arrived at PML, and found that the Corsair Cafe was closed. However, the ladies offered to make lunch anyway, and that made a lasting impression on Terry and Donna. During that initial visit they also met some airport homeowners and decided it was such a friendly and warm community, they came back to look at real estate.

Terry has been flying for two years and has a 1972 Beech Musketeer. He's currently working on his instrument rating and would one day like to learn aerobatic flying. He's also planning on taking the mountain and canyon-flying course in McCall, ID.

Terry works at Sun Microsystems as a Release Engineer. He's looking forward to retirement, as soon as the stock portfolio permits! Donna is a "Domestic Goddess," managing home, kids and Terry. They are happily anticipating getting more involved at PML and meeting many new friends.

The Rutledges have two daughters: Tonya is a junior in high school and loves horses; Christine, age 22, lives in LA.

Paul Purifoy, KymCurran & Friends Produced a First Class First Annual Concourse d'Elegance at Q68



Paul Purifoy, Kym Curran and friends produced a fantastic **Concourse d'Elegance** at Pine Mountain Lake Airport on August 31st with fabulous food and drink as well as a live band. And what a wonderful array of vehicles there was to feast our eyes on. Proceeds from the event went to **Kittytails**, a feral kitten rescue and rehabilitation center founded and managed by Kym Curran.

Happy Halloween

PMLAA



Don't drink and fly!



Pine Mountain Lake Aviation Association

T-Shirts, Caps & Patches

Contact Rich McGlashan
209-962-7928

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.

✈ Looking for 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

✈ Three VIP aviator tours to China. Visit the Stilwell Museum in Chongqing (Flying Tigers collection) & the China National Aviation Museum in Beijing. Trip includes visits to the Terra-Cotta Warriors and Great Wall plus a 5-day Yangtze River cruise. Departures from SFO and LAX in November. Call Rob Reinhardt at 209-852-9884 after 6 pm or leave a message. Email at cabroker@excite.com

✈ 1/4 Share in a 1961 Cessna 172 (N8212X) based at PML Airport. Please contact Gordon Norris at 209-962-6743 or via e-mail: pmlpilot@lodelink.com.



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



**SAN JOAQUIN VALLEY
YOUNG LEADERS ORGANIZATION (YLO)**



**PINE MOUNTAIN LAKE AIRPORT
AVIATION EDUCATION DAY**



Saturday, October 19, 2002

at

Kent & Sandy Blankenburg's Hangars

All PMLAA members welcome!

*****The fun Starts at 9:30AM*****

- Our goal is to promote and encourage aviation and its many career and vocational paths through education and first-hand exposure to the general aviation community.
- We encourage you to come spend the morning, show off your Cessna thru Lockheed, and help promote aviation to these exceptional youths.

About YLO

YLO was established in 1978 to expand youth awareness in the fields of leadership, goal orientation, social achievement, individual achievement and environmental concern. 60 plus members between the ages of 12-15 currently participate in the three-year program from the Central California communities of Firebaugh and Mendota. Members participate at no cost to themselves or their families and are guided by a staff of volunteer counselors. Activities include monthly meetings and bi-monthly outings designed to reward achievement and provide life experiences that would otherwise be unavailable to the individual. Since its inception, countless YLO alumni have gone on to become community leaders, such as teachers, journalists, businessmen and even aviators!

The YLO Aviation Day was designed as an opportunity for its members to gain exposure to the general aviation industry, in the hope of further inspiring an already eager group of young leaders. Not many 14-year-olds ever get the opportunity to ride in a general aviation airplane and learn first-hand from industry professionals about all the joy and opportunity that aviation has to offer. This year we seek to make available a variety of static display singles, twins and rotor aircraft.

If you would like to be a part of this year's YLO Aviation Day by sharing your time and experiences with these enthusiastic young leaders, please **contact Eric Henderson at 962-0832**. Thank You!



PMLAA General Meetings

Held on the first Saturday of the month at The Pine Mountain Lake Lodge unless otherwise noted

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

Wednesday, October 9, 2002 at the Colliers, November 6, 2002 at The Prices

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
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Pine Mountain Lake Aviation Association General Meeting

Saturday, October 5, 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: Conni and Alan Buchner's hangar

(Corner of Hemlock and Woodside)

(Northwest of approach end of runway 9)

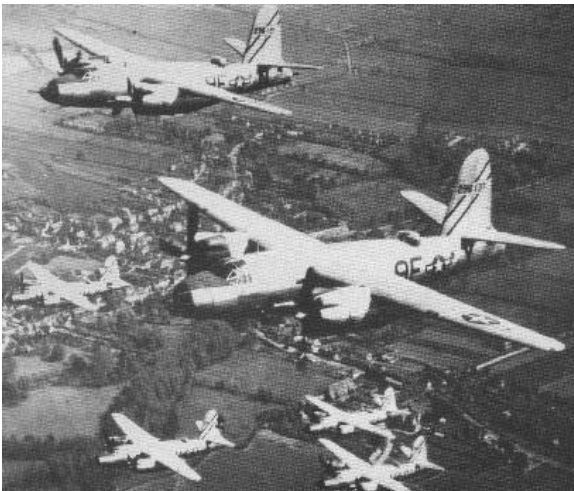
Car parking will be available on Pat & Paul Price's lot and Keith & Sylvia's lot at the northeast and southeast corners of Woodside Way and the back taxiway.

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

Guest Speaker: Kenneth T. Brown

Marauder Man

The B-26 Marauder was a twin-engine medium bomber with a streamlined fuselage of circular cross-section and a relatively small shoulder wing. It was difficult to handle because of its high wing loading, but it also gave high performance. It started life with high accident rates due to its high technical demands placed on the pilots. It was known to be a "hot" aircraft with a relatively fast landing speed around 152 mph. If an inexperienced pilot, and most trainees were, brought it in too slow it would stall and spin with



little room to recover. With proper pilot training it later proved to be a safe and effective aircraft. Many crews grew to appreciate its agility and strong defensive armament. With the B-25 Mitchell it formed the US medium bomber forces in WWII. These flew mainly daylight raids, called Ramrods, against such targets as railroad stations, coastal gun batteries, important factories, and bridges. There were 4863 built.

