



Volume 18, Issue 1, January 2003
A Monthly Publication of the Pine Mountain Lake Aviation Association

Captain Al Haynes

The Story of Flight 232

About our guest speaker for Saturday, January 4, 2003

Al Haynes was born in Texas, in 1932. He attended Texas A&M College before joining the Naval Aviation Cadet Training Program in August of 1952. A well-trained aviator, Al Haynes started flying in 1952 for the United States Marine Corps. He taught instrument flying in Kingsville, Texas until his release from the service in March of 1956. He then joined United Airlines as a flight engineer. In 1963, he was promoted to first officer, and in 1985 he became a Captain and flew Boeing 727's and DC-10's. Captain Haynes retired in August 1991. Throughout his career, he accumulated an incredible 27,000 flight hours.

Captain Haynes never aspired to be a test pilot, but he became one on July 19, 1989, en route from Denver to Chicago. That's when the aircraft's tail-mounted engine suffered a catastrophic failure at 37,000 feet. A 12" pie-shaped section of fan blade had cut all three independent hydraulic systems on the DC-10 with 296 souls on board. They don't cover that in recurrent simulator training because it's mathematically impossible. With severe uncommanded climbs and descents, the entire crew put their new Crew Resource Management (CRM) training to work. After exhausting all published maintenance and standard operating procedures they discovered that a total hydraulic failure was considered by engineers to be a statistical impossibility, and therefore neither Boeing nor United had devised a procedure for the emergency. The crew discussed and attempted numerous possible solutions, discovering that with differential thrust they could steer the aircraft and dampen the altitude oscillations. After forty-five minutes

of struggling with the damaged, nearly out of control aircraft, Captain Haynes and crew miraculously landed in Sioux City, Iowa. Although the aircraft broke apart after the extremely hard landing, the skill of Captain Al Haynes and his crew coupled with expert troubleshooting and communication resulted in 184 out of 294 passengers surviving.



After the accident, the NTSB replicated the data of Flight 232 and not one of the 57 crews they tested in the simulator could control the airplane all the way to the ground.



As one of the 184 survivors Al came face-to-face with post-traumatic stress and survivor guilt, which he once thought was just so much psychobabble. He decided that not only did he want to talk about Flight 232, he **needed** to talk about it, so

he put together an 80-minute presentation about preparation, communication, execution and attitude that he gives to pilots, emergency response teams, corporations and service clubs. It's chilling, informative and inspirational and it's one way Captain Haynes honors the memory of the 112 who didn't live through the crash. He has selflessly spoken to over a thousand audiences in the last ten years. United Airlines makes sure he gets where he needs to go. Now retired, Al Haynes generously donates his time regarding the story of Flight 232 so that other pilots, air traffic controllers, and emergency crews can learn from his experience.



The Pine Mountain Lake Aviation Association eagerly anticipates the visit of Captain Al Haynes on January 4th.

Safety Corner

Engine Failure on Departure

By Mike Gustafson, CFII

I recently lost a good friend due to an engine failure during take-off, and while it appears that he did everything right, things still did not work out for him. An engine failure during departure places you in the most difficult flight situation, low and slow, so your decisions must be quick and your actions decisive if you are to have any hope, beyond luck, of saving the situation.

The good news is that the Lycoming and Continental engines that are in most of our planes may be of a 1940's design but they are virtually bullet proof. They just don't fail, assuming you keep fuel flowing, so hopefully, for most of us this discussion will remain theoretical.

For this article I took the Cherokee out to a small abandoned airstrip and practiced engine failure at different altitudes during the departure. My intention was to figure out how much altitude I would need and what climb angle/airspeed to use so when I lost total power I would still be able to make the 270 degree turn back to the runway and safely land.

Conventional wisdom is that if you lose the engine on departure you should land straight ahead. But at what altitude does that no longer hold water? The answer is different for each airplane and pilot, but if you go out and practice the maneuver you will have the answer that applies to you. The catch, of course, is that since you know you are going to pull the engine, you are ready. In surprise situations it takes about 2 to 3 seconds to get past denial and form a plan; all the while the airspeed is decaying and altitude is unwinding.

I previously used a Citabria to answer this question and learned that an airplane that can fly safely at low airspeeds and maintain good control lowers the turn around altitude. The Cherokee needs a minimum of 600 feet AGL to pull off the turn and get lined back up with the runway. That answer is very deceptive as it also assumes I climbed at V_x (Best Angle of Climb) and I was able to establish Best Glide as soon as power was lost. In fact I lost 100 feet due to inaction the first time I pulled power, and I knew I was going to do it! I found that a steep bank angle (30 degrees or more) got me around the quickest with the minimum altitude loss. Also the airstrip I used was flat with no obstacles to get in my way.

Bottom line: I would not attempt to make the turn unless I had 1000 feet to spare and had done a good job of climbing at V_x. One note of caution: if you decide to practice turns back to the airfield you must become proficient in your aircraft at altitude with slow flight, steep turns, stall recognition and recovery.

Now, add a high altitude field, tall trees, a hot day, etc. and you can see why the best bet is to just land straight ahead and not try to turn back to the airfield. In my research of accident records for this column I found a very disturbing

fact – most engine failures on departure which included a significant turn away from runway heading resulted in fatal injuries, whereas those who landed straight ahead and under control had minor injuries or none at all. The key is “under control” – so if we limit our turns away from the runway heading to plus or minus 45 degrees we still have time, in the form of airspeed and altitude, to find an open space and set the plane down in a civilized fashion.

I also noticed that the principal reason power was lost in the first place was due to no fuel getting to the engine, or the fuel that was getting there was contaminated with water or jet fuel. I never let my aircraft be fueled without my being present to insure that the right grade and amount is put into the old girl. (A Gulfstream crew ordered 90 gallons a side but the fuel guy thought they said 90 total! The crew did not verify the amount of fuel on board before departure and then ignored the fuel gauges. On the 4th departure of the day, the right engine quit first then the left).

Try to fuel the aircraft upon landing to allow time for the water, if there is any, to sink to the sump ports in the wing, which you might find during your preflight. Then prior to engine start select the fullest tank and stay on it for the whole taxi and run up so, if there is something in the tank or lines, you have a chance of discovering it before departure.

Each time you roll out on the runway to line up with the centerline, rehearse what you will do if the engine quits, what speeds to use and know where the open spaces are off the end of the runway. Be pleasantly surprised that the engine kept chugging, not caught off guard if it gives up the ghost.

And no turns back to the runway below 1000 feet AGL if your trusted friend becomes a glider.

Fly safe.

We've just learned that our friend, Harry Aldrich, has taken a tumble that resulted in a broken wrist. I talked with his son Jon, who said Harry is at Skyline in Sonora (address is 12877 Sylva Lane, Sonora, 95370). How long he will be there is uncertain - what is certain is that Harry would much rather be home! Let him know you're thinking of him, will you?

- Mary Kelly

*Wishing you health,
happiness, peace
and prosperity.*



Happy New Year

P M C A A I

PRESIDENT'S CORNER

December has been a fun-filled month for the PMLAA. Our annual *Thanksmas* party on December 7th was fantastic, under the direction of our Vice President of Social Affairs, **Pat Price**, and her husband **Paul Price** who kept us in stitches as our



Master of Ceremonies. Santa Claus, a.k.a. **Jack Slocombe**, helped to make our party so much fun. Jack and his wife, **Jeanne**



Tasker, originated the idea of our traditional PMLAA *Thanksmas* party and organized it for 18 years. **Ken Codeglia** punctuated the merriment with perfect music selections. **Martha Schriener** took digital photos of all who attended, including this one of Santa. Call Martha at 209-962-0265 if you would like her to e-mail your photo. If you don't have e-mail, she'll make a print for you.



Kent and Sandy Blankenburgs' 6th annual Christmas party and toy drive, *It's A Wrap*, was a huge success and great fun for all. Hundreds of toys were collected for



needy Groveland area children and distributed by volunteers (pictured here with Sandy Blankenburg) from Groveland's charity organization **Helping Hands**. Thank you **Helping Hands**, the Blankenburgs and PMLAA members. See more *Thanksmas* and *It's A Wrap* photos on page 7.

It has been brought to my attention that some of our members, newbies and weekenders especially, do not regularly attend our monthly meetings because they don't know many members. If that's you, please come to our next meeting. When you arrive, just ask the first person you see to introduce you to me, or one of our board members or committee members so that we can get you better acquainted with our friendly flock.



UPCOMING GUEST SPEAKERS

Here's a preview of PMLAA guest speakers in the pipeline. **Captain Al Haynes** leads the new year with his powerful *Story of Flight 232*. **US Marine Corps aviator, Lieutenant Colonel Stoney Mayock II**, one of the original **Blue Angels**, who represented the Navy Flight Demonstration Team flying over 150 air-shows, will address us on February 1st. Stoney saw combat in Korea and Viet Nam. He flew 200 combat missions in the F4 Phantom and 29 in the F9F8T Cougar. Our March 1st guest speaker, one of our nation's top test pilots, is **USAF Colonel Joseph Cotton**. His flying career spanned 40 years and 80 types of aircraft, from Tiger Moths to the B-58 "Hustler" & XB-70 Valkyrie supersonic bombers. On April 5th, 17-year veteran airshow performer and announcer **Steve Stavrakakis**, a.k.a. *The Greek Air Force*, who thrills crowds in his Czech-built Zlin Z-50LS named *Wild Thing*, will speak on *Managing High Risk Environments*. **Army Air Corps pilot Jim Dumas**, who flew a P-40 with the legendary **Flying Tigers** unit that defended China from the Japanese in WWII will address us on May 3rd. Expert in all things aviation, **Addison Pemberton** has restored to perfection wonderful biplanes including his Senior Speedmail, 450 Stearman and Staggerwing. He will share highlights from 30 years of flying fun and his current restoration of a 1928 Boeing 40C from a few rusty bones. It will be the only living example. Addison will visit us on June 7th. On August 2nd, we'll hear from **James F. "Skeets" Coleman** who, in 1954 as a Lieutenant Colonel in the Marine Reserve and a Convair engineering test pilot, made the first flight in the VTOL (Vertical Take-off and Landing) Pogo. Former Vietnam War POW and 7-year resident of the **Hanoi Hilton**, **US Navy Captain Ray Alcorn**, will also honor PMLAA with a visit. **Mustang Ace, Captain Robert Goebel** will speak on his adventures as a P-51 fighter pilot, specifically his participation in the Ploesti Raid. **Bob Ettinger**, the Flight Test Manager at Edwards Air Force Base for the state-of-the-art **Global Hawk** (High-Altitude, Long-Endurance Unmanned Aerial Vehicle (HAE UAV) program will address us as well. **Colonel Bill Van Cleve** will tell us all about his piloting experiences in B-47's, B-29's, B-50's and B-52's. Our very own **Dr. Ken Orloff** will return to an eagerly awaiting PMLAA with another brilliantly presented aircraft accident reconstruction. That's it for now.

Happy Flydays & Happy New Year!

ψ Keith Zenobia



Meet *NEW* PMLAA Members

-- Sydney Avey, Profile Editor

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

Joe and Barbara Wuensche

01149-170-20-90-271, Joe_Wuensche@hotmail.com

By Sydney Avey

PMMLAA goes international! Joe and Barbara Wuensche are planning ahead from their home in Ettlingen, Germany, and their plans include PML. "The people are just so friendly and life is much more enjoyable. And the flying!" Joe wrote in a letter to PMLAA President Keith Zenobia, enclosing a check for membership for the five years of membership dues. Joe and Barbara visited PML last year when they followed up on an ad for a taxiway lot. They plan to retire in PML in 8 or 10 years.



Joe holds a Master's degree in aerospace engineering from University of Texas, Austin. He has worked in computer vision research and currently works in Germany for Pentair Inc. as VP of European operations. Barbara worked as a Club Med sales manager in Germany before Joe's assignments took the couple to England and then to Minneapolis.

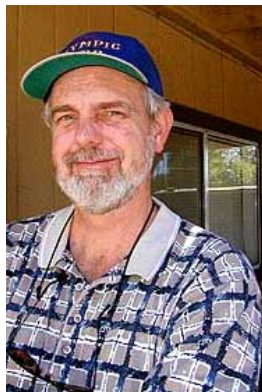
Joe and Barbara are avid skiers and mountain bikers. Barbara enjoys golf and flying with Joe. The Wuensche's have partnered in a Cessna 172 XP11 and are currently shopping for a biplane.

Phillip Hickerson

209-962-6714, phil@go-pmp.com

By Virginia Gustafson

Phil moved to the Fisherman's Cove area of PML in 2000 from Modesto. He is a sales and marketing consultant and has worked with Bill Alderson and the Pine Mountain Group. He heard about the aviation club from Bill and from the guys he rides motorcycles with, including Paul Price and Ken Helling.



After a career in sales and

marketing with several electronic instrumentation and audio/video companies, Phil went solo. His company is called Pacific Marketing Partners; they concentrate on helping small high tech companies develop sales channels and marketing plans for "bottom line results." He also conducts workshops to help new businesses create their business plans and sales strategies.

In addition to his motorcycle habit, Phil belongs to the PML Men's 9 golfers and the Computer Users Group. He is "down to" three BMW motorcycles which he rides on and off-road. He loves to go camping with Northern California motorcycle clubs or just out to breakfast with the PML riders.

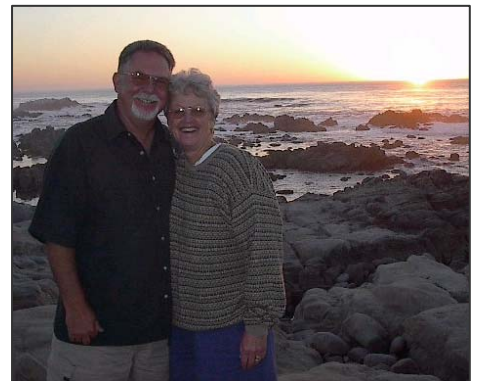
Phil was a member of the civil air patrol when he was a teenager and logged several hundred hours. He's currently investigating the possibility of forming a flying club at PML to share planes and expenses. Anyone interested, please contact Phil.

Gail and Larry Shaw

209-962-0907, pmloakvu@mlode.com

By Sydney Avey

Larry and Gail Shaw enjoyed the PML amenities as part-timers for nine years in a Jackson Mill cabin before they built their retirement home on Elderberry Way this year. Larry locked the



door on a 30-year career in law enforcement, most recently as the Police Chief of Brentwood. Gail was employed as an energy conservation representative at PG&E and in classrooms as an ECE pre-school teacher.

Gail and Larry chose a home site near the airport because they wanted a flat lot, a great view and majestic oaks. One "room w/deck" in their house is dedicated to leisurely viewing of landings, take-offs and Sierra sunsets. Larry is pursuing his interest in aviation by taking flying lessons at Columbia airport.

To finance his passion for flying, Larry consults with police forces on supervision and performance evaluation. His dream is to pilot his own plane to his consulting engagements.

The Shaws are also busy community volunteers. Larry is a long-time Rotarian and Gail is a Soroptimist, which gets her back into the schools. She also is a deaconess at the Groveland EV Free Church. When Larry is flying, Gail likes to walk, read and golf. Between them, they have six sons and seven grandchildren.

Your name here!

Have we missed you? If you've joined PMLAA recently (or not so recently) and we haven't interviewed you for our newsletter, please contact Profile Editor Sydney Avey at 209 962 6557. Let your neighbors and fellow aviation enthusiasts get to know you.

PMLAA CHARTER MEMBERS LARRY AND NINA JOBE

Dreams, jobs, love and commitment all came together when Nina and Larry Jobe moved to Pine Mountain Lake eighteen years ago. Nina says, "I had always dreamed of living on a little airport... moving here was truly a dream come true." They lived on Pine Mountain Lake Drive while they planned and built their house on the north taxi-way loop. During the summer, Nina watered the poplars that were to shade the almost-treeless site.

(I remember with a smile the day Nina stopped by our hangar where my husband and I were changing the oil in our Cessna 172. She said, "I can hardly wait till Larry and I can do what you're doing when we have our hangar.")



Aviation has been the focus of the Jobes' life. Prior to their marriage 25 years ago, Larry was a pilot for Cable Commuter and Nina was managing a flight school. Nina had earned her private license in 1973 (she took four different written exams in one morning - private, commercial, basic ground instructor, and theory of flight instruction - before she had soloed) and taught ground school thereafter. Later she moved to the Washington, DC area and got a job running a flying club at Dulles Int'l Airport for a lady lawyer. Larry, who had been flying for United Airlines but was on a two-year furlough, did the flight checks that permitted Nina to ferry aircraft to various points in the mid-Atlantic states for maintenance. And that's how they met.

Larry has been flying since 1965, beginning with a general aviation Piper PA28-140 Cherokee. His twin brother Jerry, who had graduated No. 1 from naval flight training at Pensacola, inspired Larry to get lessons and begin a flying career. To become a commercial pilot he needed 200 hours, a commercial ticket and an instructor rating; and, he needed \$5,000 to get them. He had saved \$3,000 toward buying a Corvette for his first wife, who told him to use it instead for his training; he managed to dig up \$2,000 more and by 1966 he had met the requirements... and the school was bankrupt! He later worked for Cable Commuter, flying Twin Otters, for a year and was hired by United just as Cable Commuter broke down.

The Jobes married in 1977 and came to California when United transferred Larry from Virginia to San Francisco. They lived in Danville and Larry occasionally gave flight instruction (to Herman Schaap, among others), while Nina struck up a friendship with pilot Bob Love. She crewed for Bob at the Reno Air races for several years where he raced a P51. She also crewed for John Crocker and then joined the Tiger Destefani team for a short time. Nina says, "It was always a thrill to touch a P51 even if I was only the "cleaning lady."

Friends who were already settled near the Pine Mountain Lake airport urged the Jobes to consider moving up here, so they took a look, fell in love with the area, settled into

the house on Pine Mt. Lake Drive, and began planning their new, permanent home. They also became charter members of the brand-new Aviation Association. In those days, this was a small group of about 15 pilots and their mates. Frequent impromptu potlucks were the norm, sometimes in hangars, everyone bringing their own chairs, place settings, food and beverages. Nina called it "A Potluck for Pilots and Other Perfect People... who brought their own Place-settings, a Portable Prop to Perch Upon, plus their own Punch, Plain or Polluted - which became known as a "P-Factor Function."

Larry and Nina have made themselves an integral part of aviation activities here on our hill. While he gave free flying lessons to friends and neighbors, she conducted ground school. Most of the students were ladies, and nearly all earned their wings under the thorough instruction offered by the Jobes. Larry became known as "Larry Sez" when wives disagreed with their husbands' flying techniques. "But Larry says," the lady would begin, and soon T-shirts appeared with "Larry Sez" and "who is Larry Sez?" emblazoned on the front. Then Larry, who was still flying for United, made Captain, and the T-shirts became "Captain Larry Sez," this all being the work of one Bob Hockett.

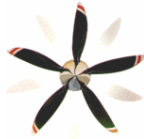
For several years Nina added a delightful spirit to our newsletter by creating the column "RAMPant RUNWAY RUMORS, or As the Prop Turns," which featured witty reports about PMLAA members. The newsletter at that time was a simple two- or three-page effort run off on an enormous, cantankerous copy machine in a member's basement - no color, of course.

Now Larry is retired after a 32-year career with United. Many of his friends celebrated his "retirement flight" in January 2001 with a lavish party aboard a Boeing 747-400. The flight included a low pass over the PML airport, a thrill for watchers on the ground.

Recently, a new "mini-club" has appeared, known as "The Boys' Club." Half a dozen or so pilots meet each morning in the "hangar house" at the Jobes' to chat, play pool, reconstruct society, and drink coffee. But that's not all: Larry and Nina realized that a number of women in the neighborhood had become widows, and he proposed that the "boys" offer to help out these ladies by doing the chores they themselves couldn't handle, for example: cleaning gutters and downspouts, reaming out chimneys, repairing light switches and power mowers. This is a real blessing for these spouseless women - this grateful writer is one of them.

Nina and Larry Jobe are a team, a valued asset to our community.

PROP WASH
-- by Betty Correa



As you all know, the Pine Mountain Lake Aviation Association's annual *Thanksmas* party was held on December 7th at the Lake Lodge. Pat and Paul Price were in charge and it was great fun for all. Paul, who was so cool in his tux, was a most charming and funny master of ceremonies. Robin Williams would have been jealous.

Jean and Jerry Alexander just returned from two months of RVing. They traveled north through Oregon and Washington to Flathead Lake, Montana, then on to Austin, Texas. Wow, that's a long way to taxi!

While at Flathead Lake, they saw the roaming Mengarellis, Ron and Linda. Then, weeks later in Tucson, the Alexanders visited our ex-PML buddies, Nick and Peggy Marks who send their best regards. Coincidentally, the Mengarellis bought the Marks' PML home.

Our mischievous Malcolm Milliron has been painting the town red! Or, rather, decorating downtown Groveland for Christmas. He figures that he's climbed ladders 723 times hanging cables for lights across the highway. By the way, check out Malcolm's sailboat on the lake, all decorated with Christmas lights.

Nina Jobe's daughter Shelli visited from London with her 20 month old daughter Clair. Imagine having your grand daughter speak with a perfect English accent.

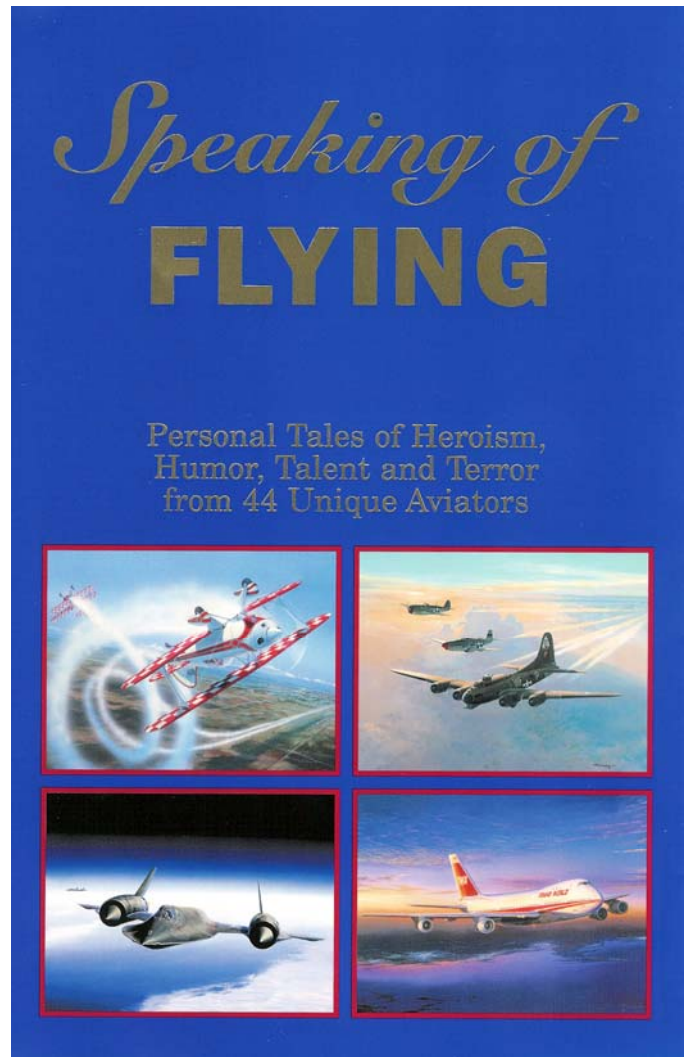
WHO ARE YOU?



The whispering owl in wistful cry
Hoo-hoos "hello" then awaits reply.
I hold me hushed and wonder when
He'll hoot his haunting rune again.

His impertinent question stops my heart
For seconds, like a well-aimed dart,
And compels reply. I softly say,
"I am the sum of day upon day.
I hold in my mind all I've learned,
And in my soul whatever I've earned;
And WHO I am in another's view
Has very little to do with you!"

Mary E. Kelly



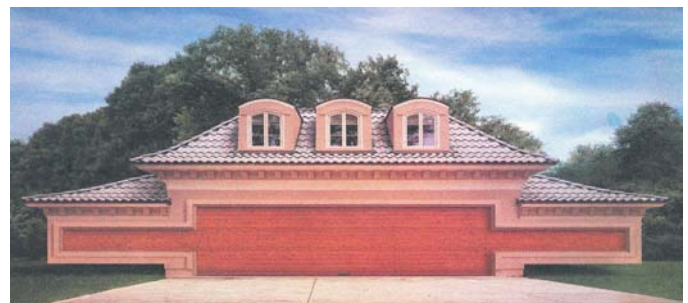
Speaking of
FLYING

Personal Tales of Heroism,
Humor, Talent and Terror
from 44 Unique Aviators



**Now available for \$19.95 from
The Pine Mountain Lake Aviation Association.**

Read riveting stories from 44 of aviation's celebrities, experts and specialists, including our January 4, 2003 guest speaker **Captain Al Haynes**. These funny, dramatic and inspiring stories are accounts of some of aviation's finest moments: barnstorming, flying combat missions in World War II and Vietnam, test piloting extraordinary aircraft, performing air rescue, winging to historically significant aviation places from Kitty Hawk to the moon. Hear the pilots' perspectives on some of these aviation firsts. You will get to know Aces and true heroes in this brilliant collection, produced by Diane Titterington of the Aviation Speakers Bureau.

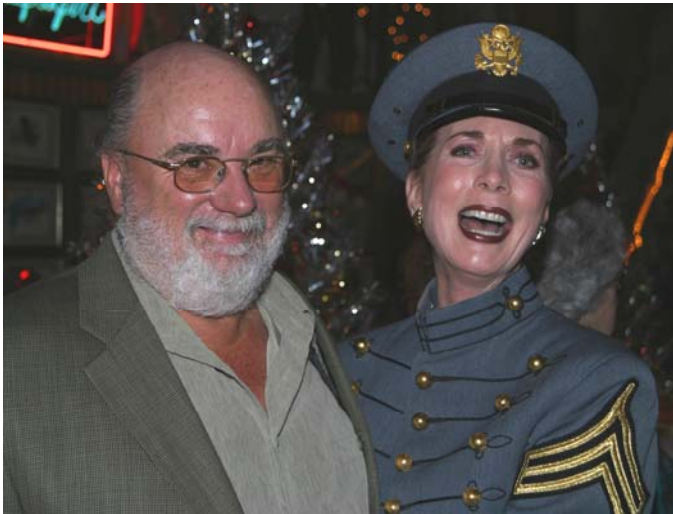


PMLAA member Bob Appleby plans new T-hangar at Q68

PMLAA Thanksmas Party



Kent & Sandy Blankenburgs' "It's A Wrap"



IN THE NEWS

PMLAA's very own JIM THOMAS is showcased with his PA-12 Supercruiser in EAA's Vintage Magazine.



CHROME CUB

A Different Approach

Jim Thomas' PA-12

RUBB DAVISON

At first we were almost afraid to admit it: from a distance we weren't quite sure what kind of airplane we were looking at. Then our erstwhile editor, H.G. Franchoy, asked the question we'd been thinking: "What is it?" Now we felt better! EAA AirVenture Oshkosh 2002 had been keeping us busy, and none of us had been able to detour close enough to make a positive identification.

and when I did, I had to grin. It was just your basic PA-12 Super Cruiser done to Alaska standards, but in a special sort of way.

Alaska has a way of making its airplanes like the Super Cruiser mutate to meet the conditions.

Jim Thomas' Chrome Cub, however, went a couple of steps further without developing the form-bizarre-to-be-used-anywhere-but-the-hush-look. In fact, if someone had described the most obvious modification, the metal skin, to you over the phone, you'd say it sounded hideous. In real life, however, it's anything but hideous, and it attracted more than its fair share of admiring glances during the convention. Granted, some of them came from purists, but it isn't a purist's kind of airplane.

When we ran into Jim lounging around in the shade of his Cruiser we asked him where he flew in from and he replied, "My trip to Oshkosh began a month ago, as a flight from California to Alaska with the Pine Mountain Lake Aviation Association. My



VINTAGE AIRPLANE 13



IN THE NEWS



The Pine Mountain Lake Aviation Association purchases its first jet at Pine Mountain Lake International Airport.



The Dynamic Duo sets another fashion trend.



PMLAA sponsors NASA's Space Shuttle Program.

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 airport & aviation-related items and services they wish to buy or sell.

WANTED

ψ 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.

ψ Seeking to rent or buy a hangar at Pine Mountain Lake Airport for my Cessna 182. Please contact Tom Tingley at 209-962-0499.

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

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 send an e-mail if you are thinking about selling your lot in the next 5 years, or know of someone that might. Please 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 untralight 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. Lew lives on Hillcroft in unit 12. His phone number is 209 962-4886.

DUES ARE DUE !



Dues for 2003 are due. If you've already renewed, **thank you**. If not, **PLEASE** send your check, payable to PMLAA, P.O. Box 131, Groveland, CA 95321. You have the option of paying in advance as many years as you like at the current annual rate of **\$20**. That's just \$1.67 per month. Please also send, with your payment, the Membership Application / Renewal / Update form, that accompanied this issue, with any information changes or corrections. A roster will be mailed to all paid-up members with the April PMLAA News. Thank you. We appreciate your support.



Hope Santa was good to you.

P M L A A



2003 GENERAL MEETINGS

First Saturday of the month at The Pine Mountain Lake Lodge or other location to be announced.
Schedule is subject to change.

EVENT DATE	SPEAKER	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 an original 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 / The Greek Air force	<i>Managing High Risk Environments</i>
May 3	Army Air Corps Pilot Jim Dumas	<i>P-40 Adventures with The Flying Tigers</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	
August 2	Test Pilot James "Skeets" Coleman	<i>First Flights in the VTOL Pogo</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	
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 January 8, 2003 at the home of Pat and Paul Price

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

Guest Speaker Programs	Keith Zenobia	209-962-4014
Property	Scott Baker	209-962-7916
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
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The Pine Mountain Lake Aviation Association

presents

CAPTAIN AL HAYNES

The Story of Flight 232



Saturday, January 4, 2003

at

Kent and Sandy Blankenburg's East Hangar

20810 Elderberry Way, Pine Mountain Lake, Groveland, CA

Social Hour: 6:00 p.m., Dinner: 7:00, Announcements: 8:00, Guest Speaker: 8:10

Menu:

Antipasto Platter

Mixed Green Salad with Grapes, Walnuts & Bleu Cheese, tossed with Balsamic Dressing

Chicken Marsala

Roasted Leg of Lamb with Balsamic Mint Sauce

Pesto Pasta and Winter Vegetables

Garlic Bread

Coffee, Tea and a Special Desert

NO HOST BEER AND WINE BAR

\$20.00 per person

Please use the reservation form that accompanied this issue or write "Haynes" on your check.