



Volume 18, Issue 2, February 2003  
A Monthly Publication of the Pine Mountain Lake Aviation Association

## Lieutenant Colonel R. Stoney Mayock II, USMC (Ret.)

### *Adventures of a Blue Angel*

About our guest speaker for Saturday, February 1, 2003

USMC Lt. Col. Stoney Mayock has had a stellar career. He saw combat action as an infantryman in Korea in 1951 and '52. Most of his military time, however, was spent flying operational, experimental, combat and flight demonstration assignments as a U.S. Marine Corps Naval Aviator.

Stoney's jet aircraft operational flying included piloting the F8U Crusader off aircraft carriers such as the CVA 38 USS Shangri La, CVA 42 USS Franklin Roosevelt, CVA 59 USS Forrestal and CVA 62 USS Independence. As a Project officer for aviation research and development, he flew experimental test projects.

In Vietnam, Stoney flew 201 combat missions in the F4 Phantom and 29 missions in the F9F8T Cougar.

In 1958 and '59, Captain Stoney Mayock represented the United States Marine Corps on the Navy Flight Demonstration Team flying #2 on the right wing in his F11F Grumman Tiger for the renowned **Blue Angels**.



He flew 150 air shows with them in Bermuda, Canada and the United States.

Stoney has flown over 40 aircraft, including the F89 Scorpion, TV2 Shooting Star, F9F2-5-8T Panther/Cougar, F3D Skynight, Tudor (Canadian), FJ2-3-4 fury, F11F Tiger, TA4 Skyhawk, F8U1-2 Crusader, and the F4B-D-J-Photo Phantom 11.

He was awarded Best Aviator, Third Marine Aircraft Wing and "E"s for Jet Aviation Competitive Exercises.



He received the Distinguished Flying Cross, Meritorious Service Medal, 18 Air Medals, 2 Navy Commendation Medals, the Air Force Commendation Medal, Purple Heart, Marine Corps Combat Action, Vietnamese Cross of Gallantry with Silver Star plus 12 additional awards including 7 Combat stars.

At the University of California and four other universities he studied aerospace safety and aircraft accident prevention and investigation.

He flew in the movie *Tora, Tora, Tora* and has also served as a Technical Consultant for other productions.

In 1985 and '86, Stoney was an airline transport pilot in Hawaii. He is a CFI and commercial glider pilot.

Stoney has served as President of the Blue Angels Foundation since 2001 and has done volunteer educational, organizational and fund raising work for which he has received numerous civic

awards and citations.

In a 1981 car accident, Stoney suffered two broken vertebrae and a ruptured disk in his



neck, leaving him a quadriplegic. After 5 weeks of intensive care, 5 months of traction and 4 years of physiotherapy, he became an accomplished triathlete competing in over 200 triathlons in 23 countries including 10 Ironman Races.

The Pine Mountain Lake Aviation Association is honored to welcome USMC Lieutenant Colonel R. Stoney Mayock II as our February 1, 2003 Guest Speaker.

## Fighter Pilot, Lt. Colonel R. Stoney Mayock II, USMC (Ret.)

"Let me relate to you one of my 230 Combat Air Missions in Viet Nam."

### **HOT PAD CHRISTMAS DAY/NIGHT DECEMBER 25, 1967**

Upon finishing Command and Staff College I was assigned overseas to fly the F-4 (Phantom II). As a pilot I was very happy to fly the F-4 and I looked forward to my assignment. I flew from the Expeditionary Marine Corps Air Base in Chu Lai, RVN (Republic of Viet Nam) commencing in September 1967. I was the Marine Air Group 13 Safety Officer and Assistant Operations Officer and flew with each of our F-4 Squadrons as well as the Group F9F-8T (Cougar). Our Hot Pad was composed of two F-4 Aircraft that were prepared to launch in a minimum amount of time. The Hot Pad was considered a less desirable slot on the Flight Schedule because



you could sit there waiting to fly for an extended period rather than have a solid launch time. It was also considered less desirable on holidays, because we were never sure how much enemy action (which could cause us to be launched) might occur. It could happen that you sat there through your whole time-period without a launch. I asked to be scheduled for the Hot Pad on the Christmas Day/Night time frame. I sensed that, if called, it might be an interesting flight and could also be a sort of "payback." That way, by asking for a less desirable assignment, I could keep on good terms with each of the Squadron's Schedules Officers and continue to get scheduled for the regular flights in the future.

VMF/A 115 (Marine Fighter/Attack Squadron 115) was assigned the evening time frame and I was assigned as Flight Lead. The four of us (two Pilots and two Radar Intercept Officers) were dressed in our flight gear. My RIO was Black and the other crew were Ericson and Radosky. We had the two F-4's set up for an immediate launch if the bell rang. The bell went off and we launched at 1830 on a north heading to go to the DMZ (Demilitarized Zone at the Northern border of South Viet Nam). At 20 thousand feet we were on top of a thick cloud cover. The NAVAID (Navigation Aid) at the Northeastern corner of I Corps in South Viet Nam was working well to navigate. Checking in with the TACA (Tactical Air Controller Airborne) he gave the preliminary brief, "It was an Emergency Mission for Troops In Contact, in the DMZ West of the water, weather 1000 to 2000 feet overcast, 1 to 2 miles visibility and total darkness." I started a self-controlled descent over the water with an out and back teardrop to get under the clouds. Setting up the Radar Altimeter to cross check we broke out over water at an altitude of about 1000 feet on an inbound heading. After crossing the beach we flew inland towards the target. The TACA additionally stated that the troops were a Marine Recon Team in the DMZ surrounded by a large number of the enemy.

I asked the TACA his position and he said, "Inland, I don't have any NAVAIDS working at my altitude of 1000 feet." I said, "Okay, keep talking so I can ADF (Automatic Direction Finding [Radio]) on you. He said, "Okay, but don't hit me; my lights are out because there is so much enemy ground fire." I descended to 800 feet to ensure vertical separation and offset my heading to him by about 5 degrees to obtain lateral separation. When my ADF Needle swung around, indicating that I had just passed him, he said that he heard the jet noise. There wasn't enough room for two F-4's in the pattern, so I detached #2 and asked

him to clear the area so we wouldn't collide. I then made a level hard left turn to come back over the same or close to the same spot at 800 feet. I asked the TACA to mark the target and he said, "I can't, for two reasons: one, it will give the enemy a sure target by pinpointing the troops, and two, it will tell the enemy where I am which will draw ground fire on me." Realizing that the only way to drop any ordinance on target to support the reconnaissance team, I said, "Okay, I'm coming back towards you and I'm turning all my lights on steady." I slowed the aircraft to 250 knots. (The maximum allowable speed with the landing gear down) and lowered my landing gear so that the high intensity landing light in the nose wheel door of my F-4 Phantom would shine straight ahead. This way the TACA could see my location and flight path. I then said to the TACA, "Vector me near the troops and give me a mark, so I can drop a napalm and light up the area. It will create a reference point for us." He saw my lights and gave me the heading adjustments inbound to the target and the mark to drop. That single napalm drop was close enough to the reconnaissance team to protect them and identify the target. It enabled me to make seven passes dropping all seven napalms in a circle around the recon team. The low overcast prevented getting much of a dive angle so they were all low altitude releases.

I kept my landing gear down and all external lights on during the attack. In that way we could both confirm the best heading and drop point for each run. As a result of having my lights on, the intense hostile fire was like a 4th of July fireworks display throughout the time on target at a speed of 250 knots. I have no idea how many missions the TACA flew and/or controlled that day/night, but he used extra energy that night to write a note and thank me. He said that the drops were from 50 to 100 meters of the troops and all on target. He also wrote that the recon team was successfully extracted that night which made it a Merry Christmas for all.

## PRESIDENT'S CORNER

**C**aptain Al Haynes spoke to a packed house at our January meeting. The enthusiastic audience of 225 gave a standing ovation to this humble hero who inspired us all. Thank you **Kent and Sandy Blankenburg** once again for providing the perfect setting. Thank you also Kent, Sandy, VP Pat Price, our property managers and our PMLAA volunteers for pulling it all together. And thank you Al Haynes for taking the time to visit us and presenting your powerful story.

**Thank you, Art and Nance Deardorff** for your generous donation of frequent flyer miles, which will allow us to fly our February 1<sup>st</sup> guest speaker, Lieutenant Colonel Stoney Mayock, from Pensacola, Florida. I know our members will thoroughly enjoy getting to know this remarkable man.

As you know, our February 1<sup>st</sup> meeting will be a potluck. Every once in a while, as was the case at our November potluck, we run out of food before the last table is called. Please keep that in mind when planning the food you intend to bring. Thank you.

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## The Ninety-Nines

Remember that wonderful volunteer group who *airmarked* our south taxiway on May 5<sup>th</sup>?



They were the **Bay Cities Chapter of the Ninety-Nines, International Organization of Women Pilots**. This terrific organization is presenting one of their famous Flying Companion Seminars at Oakland Airport on Saturday, February 22, 2003. See the notice on page 7 of this issue for details. My wife Sylvia attended one of these very educational events and loved every minute. Since then, I don't get away with a single flying faux pas when Sylvia is in the right seat (just kidding). We strongly recommend this enlightening seminar to all of your non-pilot friends and family.

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**T**he **Corsair Café** is one of our most precious resources at Pine Mountain Lake Airport. Now is the most important time, in these winter months with less fly-in visitors, to patronize this vital asset of our airport and airport community. They serve delicious food in a friendly setting. See the Corsair's ad on page 9 for location and hours. Please give them your support.

## Fly-outs are fun but . . .

I belong to several aviation associations with members who schedule numerous fly-outs each year. The Marina Flying Club in Los Angeles, for example, has about one-tenth of PMLAA's membership, yet they have a half-dozen or more planes that flock to a new destination almost monthly. When I ask PMLAA members for their opinions on fly-outs however, I get comments like, "Who wants to leave Pine Mountain Lake?" or "When I decide to fly somewhere, I don't need to go with people I see every day. They'll be here when I get back." With the exception of PMLAA's Alaskan excursion, lead by Jim Thomas, our fly-outs have been tied to organized fly-ins and airshows. In 2002, many PMLAA members flew their birds to several fun-filled events in California, including Columbia, Merced, Watsonville, Grass Valley, Van Nuys and Palm Springs, as well as more distant locations like Spokane, WA and Oshkosh, WI. What a terrific way to make new friends who share our unique interests, show-and-tell with owners of a variety of fantastic flying machines, and expand our aviation family. So, thinking ahead, why not plan to visit more of these fantastic fly-in events this year. If you have an extra seat or more in your plane or if you need a seat, just let me know and I'll play match-maker. A partial schedule is below. I've included some distant locations since they are among the largest events. Please let me know if I've missed your favorite fly-in spot and I'll add it next time.

### 2003 FLY-IN AND AIRSHOW SCHEDULE

**April 2-8**  
Sun 'n Fun, Lakeland, FL, [www.sun-n-fun.org](http://www.sun-n-fun.org)

**April 26**  
Calaveras County, CA Airport Day

**May 4-5**  
Redding, CA Air Show  
featuring the Canadian Forces Snowbirds

**May 23-25**  
39<sup>th</sup> Annual Watsonville, CA Fly-In & Air Show

**June 6-7**  
46<sup>th</sup> Annual Merced, CA West Coast Antique Fly-in

**June 14**  
Columbia, CA Fathers' Day Fly-in

**June 20-22**  
EAA Golden West Fly-in  
Yuba County Airport, Marysville, CA

**July 4**  
Grass Valley, CA Air Show

**July 29-August 4**  
EAA AirVenture 2003, Oshkosh, WI

**September 11-14**  
National Reno Air Races & Air Show

**October ? (to be announced)**  
Mariposa County, CA Airport Day

**October 30 - November 1**  
AOPA Expo 2003, Philadelphia, PA

December 17 will mark the 100<sup>th</sup> anniversary of powered flight. This year will be filled with flying festivities.

Happy Flydays!

ψ Keith Zenobia

# SAFETY CORNER

FORMATION FLIGHT  
by Mike Gustafson, CFII

It has happened to all of us: you are cruising along and suddenly you notice another airplane a few feet off your wing tip, so close that you can see the logo on his shirt! Your new best friend gives you a wave and peels off, leaving you to bent out of shape.

I have had this little trick pulled on me many times, am never ready for it and just don't like it. FAR 91.111 states that you may not operate an aircraft so close to another aircraft as to pose a collision hazard.

Formation flying requires a lot of in-flight training to be done safely; at a minimum it requires preflight planning so all participants are on the same play card. Air shows require all formation flight participants to have a "FAST" card before they are allowed to perform. The point is there is no such thing as casual formation flying.

Actually that is not entirely correct. Think about it. When are you typically flying close to other aircraft, trying to match speeds and altitudes? That's right, in the traffic pattern. The statistics say that if you are going to bump into another airplane it will be within 5 miles of your departure or landing airport.

Departures are straightforward, but landings can bring us into some serious formation flying. Start with a Cessna 150 being followed by a twin Beech being followed by a Mooney 252, then add about a dozen more planes all trying to get in trail (like at a busy airport or an airshow) and you have a recipe for disaster. Even the smallest aircraft has a lot of stored energy or inertia; pulling the power back does little or nothing in the short term to maintain spacing. So, as each pilot does what is necessary to stay behind the lead aircraft, the 4<sup>th</sup> or 5<sup>th</sup> plane in the pattern will be struggling to maintain flying speed. There you are, low and slow, watching the plane in front of you, finishing your checklist and, when you turn base, you see the problem.

Being right behind another aircraft reduces your ability to judge relative motion; you don't notice much change until you are right next to its data plate. A fixed pitch prop aircraft trying to stay behind a constant speed prop aircraft creates another challenging situation. The constant speed prop provides a nice air brake when the power is reduced. While it is true that most aircraft with a constant speed prop are also bigger and typically fly a fast pattern, many slick home built will catch them on the 45-entry to downwind if the pattern is being flown too tight or slow. So be aware of the type of plane you are following and its characteristics (is it a gentle Piper Cub or a speedy Mooney?), and try not to make major speed changes below 1500 feet AGL.

Every year you read about stall spin crashes in the pattern resulting from someone reducing speed to stay behind a slower aircraft. High performance planes require your full attention when you are low and slow. Don't be distracted by checklists or other flight deck activities. Keep other aircraft you are following in good sight so you can easily judge your relative speeds. Give yourself time prior to entering the pattern to get your airplane under control relative to the other aircraft you will be following. Finally, keep your head out of the cockpit so your new formation partners don't spring something unexpected on you.

If you are going to try a little fun formation flying while heading out for the \$100 hamburger, be sure to do a briefing on the ground laying out the plan, deciding altitudes, who is lead, etc. and be sure to keep the formation very wide-spaced so it remains fun and low stress.

I once tried to form up with 3 other Stardusters over Interstate 80 outside of Salt Lake while flying east into the early morning sun, but that's a story for another time!

New topic: I have received a lot of positive reinforcement regarding the topics I have been covering in this column. Thanks to all who have commented so far and please keep them coming, both positive and negative. I am also looking for ideas for new subjects. What do you want to hear about in this column? Let me know. Talk to me around PML, or email me at [mlgpilot@aol.com](mailto:mlgpilot@aol.com).

Fly safe.

## SAFETY TIP

Remember, landing aircraft have priority over departing aircraft, so if in doubt, hold short.



**Don't try this at home.**



## Meet NEW PMLAA Members

-- Sydney Avey, Profile Editor

Each member has a story. Each story intersects with an abiding interest in aviation. Read on...

### Escape to Pine Mountain The Nancy and George Abbott story 209-962-0752

After years of vacationing in PML, George and Nancy Abbott bought a home on Cresthaven Dr. near the Lake Lodge in 2000, never dreaming they'd be living here fulltime two years later. In Santa Cruz, they were busy raising school-age Josh and Justine. George commuted over the hill to IBM and then Compaq, where he worked as a manufacturing manager. Nancy had a dream job administering a trust fund for camp scholarships at Twin Lakes Community Church. Then George got laid off four days before 9/11.



"It was a very emotional time," Nancy said. "We had a beautiful home at PML to escape to. We thought 'whatever we have to do, we can do more cheaply in Pine Mountain Lake.'" It helped that George had retired from the U.S. Navy and had skills and interests that allowed for self-employment (George Abbott's Handyman Service) and substitute teaching. So in February, 2002, they made their move.

Josh, 12 and Justine, 8, now attend Tenaya School and Nancy works part time at Tenaya as a special education instructional aide. George coaches soccer and the family plays tennis, bikes and skis and are members of Friends of the Groveland Library and EV Free Church. But their special love is aviation.

"How could we not join the Aviation Assn.," Nancy said. "George is a real airplane guy." George worked as an aircraft mechanic and managed a component repair facility for 21 years in the Navy. **He holds a BS degree in Aviation Management and is a licensed A&P mechanic (1981) and private pilot (1990).** Nancy completed ground school and some instruction but admits she's mostly along for the ride. Although not flying currently, George keeps a hand in helping others build planes.

### Focus, Focus, Focus The Alan Gaudenti story 209-962-7054

Alan is a busy man. He runs several construction-related businesses in Palos Verdes, CA and travels extensively. He has piloted his King Air F-90 (and smaller planes before that) all over Mexico, Jamaica and Alaska, flown the Bahamas, West Indies and South America and watched the polar bears migrate in Churchill, Canada. On 9/11, he had his King Air in London. Heading home the next day, he re-entered the U.S. in Detroit after being held up briefly in Canada.



Pine Mountain Lake has been on Alan's radar since his first stop here eight years ago, but it wasn't until he bought a small weekend getaway on the taxiway last summer that he joined PMLAA. "When I bought my own place, I really got into the community," Alan said. "The people here are so generous and make you feel so welcome. I chose PML for my weekend getaway because this community is so rich and it's close to Los Angeles, only a little over an hour away by air."

A self-confessed airplane nut, Alan has been a pilot since the age of 21, flying out of his hometown airport in Torrance, CA. He holds a private and commercial pilot's license and a multi-engine and instrument rating. Because he focuses so strongly on work during the week, Alan does one thing on the weekend. He flies. "I don't have a TV here," he said. "I'd rather be outside listening to the engine noise."

### Your story 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.

## THE MULTI-FACETED SMITHS

More than twenty years ago, **Hugh and Kay Smith** discovered Pine Mountain Lake, and in 1983 moved into their home on the north taxiway loop. They have proved themselves to be energetic, community-minded, resourceful, and of inestimable value to our aviation community.



They needed only two Navion fly-in trips to PML to convince them that this was where they would retire, and in 1981 they bought their lot and focused themselves on Groveland and Pine Mountain Lake. By 1983 they had moved in. There weren't many people in the neighborhood then, and the area was almost treeless. In the ensuing twenty years that has changed: neighbors abound and trees are everywhere.

The Smiths met back in 1949 in the San Francisco Bay Area. Kay, born in Salt Lake City but raised in the Bay Area, and Hugh, a native of Oakland, are almost the same age (she is four months his senior). When they met she was in nurse's training in Oakland and he was working for Pacific Telephone, where he ultimately put in 34 years. They were married on July 1, 1950, and in a ten-year period had four children: Holly, Margie, and twins Tim and Mike.

Over the years Kay, a registered nurse, has worked for doctors in the Bay Area and here in Groveland. Hugh served with the Naval Air Reserve when he wasn't doing his job at PacTel. Calling himself a "weekend warrior," he focused on his role as a crew-member/mechanic.

Before the Smiths delved into the world of flying their own bird they rejoiced in motorcycle touring on their Italian-made Moto-Guzzi machine. They traveled all over the west and went east as far as Kansas, loving every minute of it. But when the flying bug hit and Hugh earned his pilot's license in 1977, they gave up the land route and headed for the skies. Over the years they have owned a Navion, two Cessna 172's, and their home-built RV6A. One of the Cessnas was Ralph Butler's (Ralph was another Charter Member of PMLAA); the other was a jointly-owned craft, the owners including Marjorie and Rod Ward and Jean Clemson. Eventually Jim Skala and Gordon Norris bought the aircraft, which is still seen flying over our hills.

A word on the RV6A: the Smiths, working together, began construction on it in 1990 and by 1991 the aircraft saw the skies. This tidy little bird, bright red with white trim, scoots nimbly and frequently in and out of our air space.

Along about her 60th year, Kay, who had sat in the right seat while Hugh flew, decided to earn her pilot's license. Through the tutelage of "Captain Larry Sez" and his wife Nina's ground school, in a year she was a licensed pilot at the age of 61. If you take a look at the wording on the fuselage of the RV6A, you will notice that the left side is labeled "Kay" while the right side is labeled "Hugh."

Flying is a way of life for Hugh and Kay, but they do other things as well. It's not clear how they have managed it - look at their commitments over the years: they are charter members of our own Aviation Association and belong to the Tuolumne County Aviation Association. Both belong to the National Navion Society and Hugh has been its president. He is a Master Mason and Kay belongs to Eastern Star. Both have served as president of PMLAA (Kay for two valiant years). They belong to the Experimental Aviation Association and to AOPA. Kay is a member of the PML Ladies Club. She and Hugh have served as presidents of the Golden Gate Navioneers.

Here I would like to add a personal note. During my now-deceased husband's ten-year struggle with cancer Kay was our stalwart, ever-ready source of help and comfort. When a crisis arose and she was needed, she came, no matter what. Though she might have been dealing with the tensions that came with Hugh's heart attack (he got his pilot's license back, by the way!), she grabbed the moment and came. She was the best of friends, the most professional of nurses, and a tremendous blessing to us both.

What do the Smiths do in their spare time? I'd like to report that Hugh, the son of professional musicians (his father was an organist, his mother a concert pianist) is also a musician, but alas! he's not, though he enjoys good music. He is instead an accomplished A&P mechanic and pilot. Who can ask for more? Kay mixes her flying skills with sewing and embroidery projects and serving as Mother Lode Aviation's bookkeeper-manager.

One more personal note: Hugh and Kay have been my good friends, ever generous and kind, always on call when needed (for many years they helped me get out the PMLAA Newsletter). I hope I have done them justice in this profile.

## DISTANT SNOW



All this week I watch as snow  
Collects in drifts on distant peaks.  
Here on my hill bubbling waters flow  
As ice floes melt into chilly creeks.

When blustering wind has ceased to blow  
And I wake of a morning to deep blue sky,  
To encircling mountains that gleam and glow,  
I sense what it means to sanctify:

To bless our world and those who dwell  
In peace on this Earth, God's carousel.

Mary E. Kelly

## HARRY ALDRICH

Harry Aldrich, a charter member of PMLAA (you may have read the bio on him in the November edition of this newsletter) is still at Skyline in Sonora, where he is recovering from serious injury to his right wrist and leg.



He's getting physical therapy there.

Harry reports that he will not be returning to his home in Groveland. He is philosophical about it and says, "Things change - I've had eight years alone, but now I need more help." The good parts? His sons John and Jim and their wives visit often. He has some of his radio equipment with him and will have all of it soon, so he'll be able to keep tabs on his world.

You can visit or write Harry at Skyline Place, 12877 Sylva Lane, Sonora 95370, or call the Skyline office secretary at 588-0373 and leave your number so Harry can return your call.

ψ Mary E. Kelly

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## Bay Cities 99s Chapter

### Flying Companion Seminar

Saturday, February 22, 2003  
8:30 a.m. to 5:00 p.m.

**Location:**

Sierra Academy of Aeronautics  
9465 Earhart Road, Oakland Int. Airport - North Field

**Donation:**

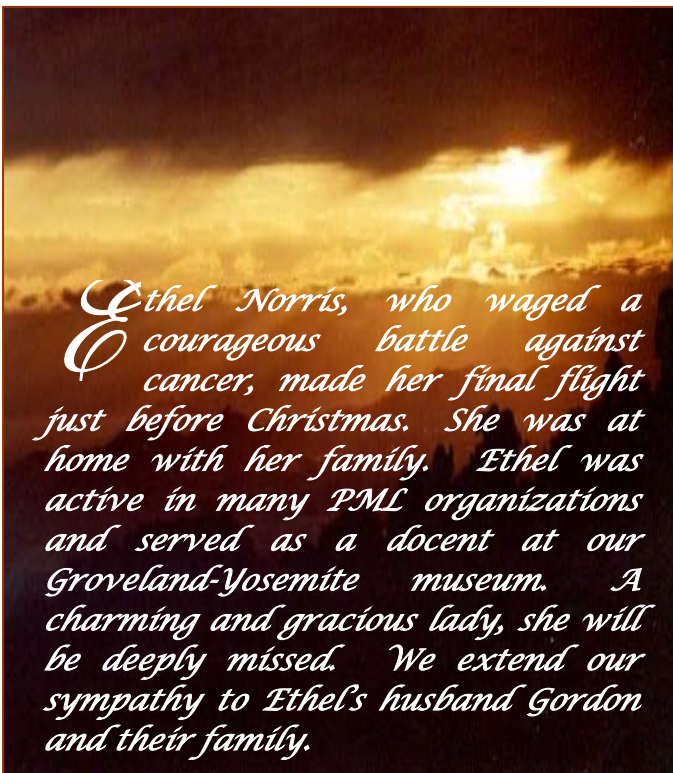
\$55, includes continental breakfast, lunch, & materials  
Advanced Registration Required  
Limit - 35 students

Contact Joyce Wells, 415-924-2658

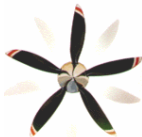
If your companion doesn't share your love of flying or would like to learn more, send him or her to this seminar for a full-day, comprehensive introduction to the basics of flying. This valuable seminar is presented by the **Bay Cities Ninety-Nines, International Organization of Women Pilots.**

Learn how the right-seat passenger can become an asset to the pilot. This full day seminar covers the basics of flight, flight instruments, navigation, communications and weather.

This is a fun and relaxed atmosphere in which to learn and gain confidence.



**PROP WASH**  
 -- by Betty Correa



**A**lan Buchner has been wrenching on airplanes for 50 years! His wife Conni moved to PML so their grandson could attend Tenaya school where she helps out. Alan's goal is to move to PML full-time as soon as possible. He's been running his FBO in Fresno since 1970. Alan is



now equipped to handle complete airplane maintenance at the PML Airport, from oil changes to engine overhauls and annual inspections. Shown here are two 1936 Porterfields that Alan will restore. He owns 6 award-winning vintage airplanes that he has restored to perfection. Alan loves maintaining and repairing all makes and models, including Cubs, Cessna 172's and Bonanzas. That's good to know, since anyone who knows Alan can tell you that he is as good as they get.

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PML is such a wonderful place with so many exciting things going on and such friendly people that PMLAA *newbie* **Alan Gaudenti** can't get enough. He flies up from Torrance airport almost every weekend to join the festivities. Yea, this place is habit forming.



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PMLAA's new Vice President of Airport Affairs, **Jerry Baker**, just bought an interest in a Cessna 172 to finish his training. Almost everyone at PML has owned this beauty at one time or another.



**Ron and Linda Mengarelli** traded their silver and burgundy Cessna 180 for a silver and burgundy Cessna 182. They had been scouring the country and voila! They found it in our own back yard - Columbia airport.

**Y**ou know who procured the first P2V prop in PML? Paul Price. He has mounted it on the side of his hangar and attached a motor so it can rotate. Paul had to slice through the roof to make the 16-foot diameter, 1,000+ pound monster fit.



Of course several of



the guys couldn't let Paul have all the fun. Larry Jobe, Michael Thoben, Keint Blankenburg and Keith Zenobia got one each while Alan Buchner purchased two. These unassembled blades

had been sitting neglected in broken wooden crates since the 1940's. Here are before and after photos. Alan Buchner's P2V prop (pictured right) hangs majestically in his huge immaculate PML hangar while Paul's enjoys the great outdoors. If you would like to get your hands on one, call one of these proud owners who will refer you to the source.



**FYI:** First flown in 1945, the P2V Neptune was designed as a maritime patrol and anti-submarine warfare aircraft. This dictated that it have extreme endurance and range in addition to a large internal weapons bay, defensive capabilities and good short-field capability. Its design featured high-aspect ratio wings, a large fuel load and powerful engines -- a combination which eventually resulted in a production Neptune setting a world distance record of 11,235 miles in 1946.







Birds of a Feather: Kay & Hugh Smith and Ken Stark



**PINE MOUNTAIN LAKE AIRPORT IN 1984**  
Foreground: Hugh and Kay Smith's  
Background: Dick and Ellie Chilingarian's  
*Photos above are courtesy of Kay and Hugh Smith.*



## **CORSAIR CAFÉ**

at

### **PINE MOUNTAIN LAKE AIRPORT**

**20970 Elderberry Way, 209-962-6793**  
10 minutes up Ferretti Road  
from downtown Groveland  
Follow signs to Pine Mountain Lake Airport

**OPEN WEDNESDAY – MONDAY**  
**8:00 A.M. – 3:00 P.M.**  
**AND FRIDAY FOR DINNER UNTIL 8:00 P.M.**

**BREAKFAST SERVED ALL DAY**  
**DAILY SPECIALS**  
**HOMEMADE SOUPS AND SAUCES**  
**FRESH PRODUCE**  
**HOMEMADE DESSERTS**



## 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.

### FOR SALE

ψ Keep your hangar or home grounds looking sharp: Craftsman 5hp 22 inch Weed Trimmer – \$150, Briggs & Stratton 3hp Rototiller – \$125, Gas lawn mower – \$50. Contact Mike at 209-962-6336.

### WANTED

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

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 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 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. Lew lives on Hillcroft in unit 12. His phone number is 209 962-4886.



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, if you have information changes or corrections. If your information hasn't changed, just write "Dues Payment" on your check. A roster will be mailed to all paid-up members with the April PMLAA News. Thank you. We appreciate your support.

# 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	<b>Captain Al Haynes</b> <b>Catered dinner at the Blankenburgs' east hangar</b>	<i>The Story of Flight 232</i>
February 1	<b>Lt. Colonel Stoney Mayock II, USMC, Ret.</b>	<b><i>Adventures of a Blue Angel</i></b>
March 1	<b>Test Pilot Colonel Joseph Cotton, USAF, Ret.</b>	<i>Tiger Moths to the Valkyrie Supersonic Bomber</i>
April 5	<b>Steve Stavrakakis / <i>The Greek Air Force</i></b>	<i>Managing High Risk Environments</i>
May 3	<b>Army Air Corps Pilot Jim Dumas</b>	<i>P-40 Adventures with The Flying Tigers</i>
June 7	<b>Addison Pemberton</b> <b>Catered dinner at the Blankenburgs' east hangar</b>	<i>30 Years of Flying Fun</i> <u>Plus</u> <i>Restoring the 1928 Boeing 40-C</i>
July 5	No meeting but great fun on Pine Mountain Lake including the Boat Parade and Fireworks Display	
August 2	<b>Test Pilot James "Skeets" Coleman</b>	<i>First Flights in the VTOL Pogo</i>
September 6	<b>US Navy Captain Ray Alcorn</b>	<i>Survival in the "Hanoi Hilton"</i>
October 4	<b>Captain Robert Goebel, Mustang Ace</b>	<i>The Ploesti Raid</i>
November 1	<b>Bob Ettinger, Edwards Air Force Base</b>	<i>The Global Hawk, State-of-the-Art Surveillance</i>
December 6	<b>Thanksmas Party</b>	<i>Too Much Fun</i>
January 3, 2004	<b>Dr. Ken Orloff</b>	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 February 5, 2003 at the home of Sydney and Joel Avey.

### BOARD OF DIRECTORS

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

### COMMITTEES

Guest Speaker Programs	Keith Zenobia	209-962-4014
Property	Scott Baker	209-962-7916
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Roster	Nance Deardorff	209-962-0706
Merchandise	Rich McGlashan	209-962-7928
Multimedia Guru	Ken Codeglia	209-962-6270

### NEWSLETTER

Editor-in-Chief	Mary E. Kelly	209-962-7057
Aviation Safety Editor	Mike Gustafson	209-962-6336
New Member Profile Editor	Sydney Avey	209-962-6557
Social Editor	Betty Correa	209-962-5209
Publishing and Layout	Keith Zenobia	209-962-4014

Website

[www.pmlaa.org](http://www.pmlaa.org)

e-mail

[mail@pmlaa.org](mailto:mail@pmlaa.org)

Snail-mail

**PMLAA**

P.O. Box 131  
Groveland, CA 95321



# The Pine Mountain Lake Aviation Association

*presents*

**Lieutenant Colonel R. Stoney Mayock II, USMC (Ret.)**

## **Adventures of a Blue Angel**

**Saturday, February 1, 2003**

at

**The Pine Mountain Lake Lodge**

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

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

