



Volume 18, Issue 3, March 2003  
A Monthly Publication of the Pine Mountain Lake Aviation Association

## Colonel Joseph Cotton, USAF (Ret)

### *From Tiger Moths to the Valkyrie Supersonic Bomber What Aviation Has Done For Me*

About our guest speaker for Saturday, March 1, 2003

Colonel Joseph F. Cotton, a native of Rushville, Indiana began his military career on July 8, 1942 when he entered the Army Air Corps. As a World War II bomber pilot, he was shot down over Greece

on his first mission and, with the aid of the underground, evaded the German army for 4 months before making his way back to Allied-occupied Italy. Most who would review the events leading up to the crash, the crash landing, the movements and encounters would consider it a miracle that the entire 10-man crew would make it back to allied territory.

Flight test experience started with an assignment to the research and development of a pilot-operated target plane at the Loredo, TX Army airfield. For this new flying adventure he took as copilot his new, young and beautiful bride Rema "Cissie" Nelson of Arlington, Indiana. The target plane was one that bomber gunners could shoot at in flight during simulated combat – realistic training prior to their face-to-face with the "Zero" or the ME-109. The orange target was the Bell RP-63, King Cobra, powered by the Allison V-1710 liquid-cooled engine. It was covered with 4,000 pounds of armor plate (protection for pilot and engine) and thick glass for the cockpit windows. An impact detector system registered the number of hits on a counter in the cockpit and, to tell the gunner when he was scoring hits, there were lights on the nose spinner, the belly and both sides – thus called "the pinball machine." This was a genuinely creative, exciting and rewarding project, which terminated when the war ended. Joe's flight test career continued to 1982.

Colonel Cotton's major experimental projects involved cold weather testing of bomber and transport aircraft for the Air Proving Ground Command, Eglin Air Force Base, Florida in its climatic hangar and then in Alaska. He spent four winters in the Arctic testing the B-29, B-50, KC-97, and B-

52. Colonel Cotton was an exchange pilot with the Royal Air Force and graduated from the Empire Test Pilot School at Farnborough, England in 1952. Next came 6 years of all-weather bomber testing and aircraft system and engine development at Wright-Patterson Air Force Base, Dayton, Ohio. Included were flight tests of the B-36, B-47, B-57, B-66 and B-52 bombers in simulated and actual rain and ice. The Cottons moved to California from Ft. Worth, Texas where he worked nearly three years, first as pilot and later as test director, of the B-58 "Hustler" Flight Research and Development Program for the Air Research and Development Command.



Colonel Cotton began work on the XB-70 program in 1962 and worked with NASA as Chief Air Force Pilot on the USAF / NASA XB-70 Flight Research Program at Edwards Air Force Base.

He was awarded the Air Medal for his actions during an emergency with the XB-70 when he extended the jammed nose gear by use of a paper clip.

In 1964, Colonel Cotton was the first USAF pilot to fly the XB-70 Valkyrie from Palmdale to Edwards Air Force Base. He participated in the first flights and initial attainment of *Mach 3* on both of the first research planes; and, flew 62 flights in the XB-70 (19 as pilot and 43 as co-pilot).

Joe retired from the Air Force in 1968 and spent the next 13 years as an engineering test pilot with United Airlines in San Francisco.

With 16,000 air hours in 80 different military bombers, fighters, transports, and civilian aircraft, he was involved in flight test and aeronautical research for 22 of his 26 years in uniform.

The Pine Mountain Lake Aviation Association is privileged to welcome Colonel Joseph Cotton.

## PRESIDENT'S CORNER

**B**lue Angel Stoney Mayock was a big hit at our February 1<sup>st</sup> general meeting. He shared insights into his special world of Marine Corps and Naval aviation to a packed house.

I picked up Stoney in my Bonanza at Oakland airport. He flew the entire trip like a precision instrument. I did



bust him on altitude though. He was about 6 inches high for a second or two. What a thrill it was to have a Blue Angel as my very own private pilot. On the return trip, Stoney did snap rolls, loops and hammerheads all the way back to Oakland (just kidding).

As I mentioned at our February meeting, if you would like to volunteer to fly one of our guest speakers or provide housing for them, please let me know. And, thanks again to **Art and Nance Deardorff** for donating frequent flyer miles to fly Stoney from Pensacola, FL.

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Since January 2002, PMLAA has purchased several items in our ongoing effort to become self-sufficient. These include PMLAA T-shirts for resale, 35 banquet tables, a 3-burner coffee maker, 30 aviation theme tablecloths (with labor donated by **Catherine Murphy**), a 9x12 foot projection screen, a wireless slide changer, and, a public address system comprised of wired and wireless microphones, 4 high quality speakers and a power amplifier.

In addition to ensuring that we have our own resources, my goals for PMLAA continue to be to publish the best newsletter possible, schedule renowned guest speakers for our monthly meetings, and foster growth of our superb organization. To achieve these goals, we incur expenses. Our largest expense is the production and mailing of *The PMLAA News*. As I have mentioned before, access to the laser printers in Los Angeles that I used to print our newsletter would not last forever. With that in mind, we had budgeted to purchase our own high quality laser printer in November 2003. We have indeed lost access sooner than expected and have purchased a Hewlett Packard 5500dn printer with a 10 GB hard drive in January at a cost of \$4,389. The February issue and this one were printed on our new printer. **Thank you PMLAA member Alan Gaudenti** for your generous cash donation to help pay for our superb new printer.

The cost to produce and mail *The PMLAA News*, accompanying application/renewal forms, event reservation forms and annual roster exceeds our membership dues receipts. We make up the difference with proceeds from T-shirt sales, our 50-50 drawing and our no-host bars at our catered events.

We welcome and very much appreciate donations from our members in all forms, including frequent flyer miles, housing and transportation for our guest speakers, audio/video components (see our classified ad on page 10), labor to help set up and wrap our events and cash which we use to purchase items which enhances our ability to deliver quality programs and the *PMLAA News*.

### 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
- May 31**  
Jackson / Westover Airport Appreciation Day
- June 6-7**  
46<sup>th</sup> Annual Merced, CA West Coast Antique Fly-in
- June 8**  
Apple Valley Airport Air Fair
- June 14**  
Columbia Airport's 37<sup>th</sup> Annual 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 19**  
Colusa County Airport Old Time Fly-in
- July 29-August 4**  
EAA AirVenture 2003, Oshkosh, WI
- August 22-24**  
Camarillo Airport Annual Fly-in and Air Show
- August 23**  
Lake Tahoe Air Fest
- September 11-14**  
Reno Air Races & Air Show + USAF Thunderbirds
- September 26-27**  
Lakeport on Clear Lake, West coast Seaplane Splash-in
- October ? (to be announced)**  
Mariposa County, CA Airport Day
- October 4-5**  
Shorefest Long Beach Oceanfront  
US Navy Blue Angels/Canadian Snowbirds
- October 18-19**  
US Navy Blue Angels @ MCAS Miramar
- October 25-26**  
USAF Thunderbirds at Edwards AFB
- October 30 - November 1**  
AOPA Expo 2003, Philadelphia, PA

Happy Flydays!

ψ Keith Zenobia

## SAFETY CORNER

### Wind Shear

-- By Mike Gustafson, CFII

Every time we launch we become partners with the wind. It can make the take-off run shorter or longer depending on how we negotiate with it. On approach, VFR or IFR, we use the wind to reduce approach speed and ground roll. Sometimes on an IFR approach we are forced to arrive downwind and then we perform the most dangerous IFR maneuver, the Circle-to-Land.

There has been much consideration about whether wind affects aircraft in the air. The most famous discussion I am aware of is regarding the "downwind turn." One of the mainstream flying magazines published an article in which the writer held that the downwind turn and related loss of climb performance was a myth. The resulting letters to the editor went on for years. The topic is still bitterly debated. I find myself on the side that suggests the effect is real.

The simple fact is that most wind results in wind shear -- defined as a changing wind. We all associate wind shear with thunderstorms but wind shear is also a factor in clear skies and can catch us off guard if we ignore the signs. You can run into serious wind shear at flight levels, as you work with the jet stream, but for most of us that is not a consideration.

Many things can cause wind shear: changes in altitude, temperature or aircraft direction. As the aircraft changes direction in relation to the wind, for a short few moments the aircraft becomes ground referenced until the change is stabilized. So as we turn the aircraft from crosswind to downwind, for the time it takes the aircraft to make the 90-degree turn, wind shear reduces the climb performance. Very quickly, as the aircraft rolls out on the new heading, the aircraft regains equilibrium and performance returns to normal.

The traditional view is that as you climb away from the earth, the wind changes direction and increases in speed. True, but a temperature inversion can make the wind do funny things, like decrease in speed as we climb and change direction to be 180 degrees different from the expected. As we cross the inversion boundary we experience turbulence -- called clear air turbulence or CAT. The temperature inversion does not have to be dramatic; in fact it could be so subtle as to go unnoticed until we hit the resulting turbulence.

VFR pilots associate turbulence with bad weather and assume that if we can see 100 miles then most likely we will have a nice smooth ride. In fact, wind is a form of weather. We just can't see it. To improve your pre-flight preparation, try looking at the isobar charts. As long as the isobars are far apart, the wind speed and direction change will be mild. If you see the isobars all bunched together, and you must fly through that area, be prepared for an *E-Ticket* ride.

Also, we all assume that a low-pressure area means low visibility. A low-pressure area can be clear air but as the

high-pressure area wind rushes towards low-pressure area, the winds will howl. This is the wind we get every March and April in the S.F. Bay Area. If you find that the wind is not as forecasted then expect that the rest of the forecast is also wrong.

The heating and cooling of the earth's surface always cause wind, so as you might expect, winds are usually the lightest at night. We have all experienced those magical early morning flights when the airplane seems to be on a monorail and the ride is as smooth as silk. This usually occurs just as the sun is coming up and before the ground has had a chance to heat up. Some of the most turbulent flights can occur later in the day as the air begins to heat and rise, and bumps into the cold air aloft. So if you can't make the dawn flight, wait for the "noon balloon" and let the air have a chance to stabilize.

As the wind comes across the valley it starts to lift as it bumps into the foothills. Just look at the difference between Columbia and PML's dominant runways. They use 17 most of the time and we use 27, about 100 degrees different in wind direction with an altitude change of about 1200 feet. Certainly local terrain can play a part in the runway layout but most of the change is caused by the wind being snagged by the rising earth and shifted in direction. As that wind comes up onto our plateau, objects around the airport will affect it. Our most dominant object seems to be the hill that the rotating beacon is on. As the wind comes down the runway it also hits the side of the hill and careens around towards the runway. Just as you think you have everything all sorted out and are about to touch down, the wind shifts ever so slightly and you balloon up and weather vane to the left.

I was giving a BFR to a very competent pilot who was having a rough time making a quality landing. I finally said, in my best flight instructor voice, "I've got it" and I tried an approach. Well, it wasn't very pretty. He still reminds me of that landing every time we have a little red wine together!

The planes we fly have a Maximum Demonstrated Crosswind component wind number. This means that the test pilot went out in test vehicle S/N 001 and found the largest crosswind that he could that day and landed. It is not the maximum crosswind that the plane can really handle, but unless you fancy yourself a test pilot, you should never exceed that number. The limitation is based on the amount of rudder available to offset the crab as you slip into the wind during the last few feet of the landing. This is important because as you fly a long cross-country the wind velocity and direction can and will change. In the late afternoon you might arrive at your destination and find that the wind is blowing across the runway in excess of your landing limitations, the more aligned runway is closed due to construction, and the nearest next airport is beyond your available fuel. Now is not the time to find out what the real crosswind landing limitation is for your plane. Having a good overall understanding of the wind across your route of flight can provide a hint that you need to be prepared for a potential crosswind landing.

As my sail plane instructor once said, there is no such thing as a tail wind!

Fly Safe!





## Meet PMLAA Members

-- Sydney Avey, Profile Editor

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

As compelling as the interest our members have in aviation is, the draw of community is equally irresistible. That's why we have members whose homes may not be here (yet) but their hearts are!

We also have long-time resident members who contribute time behind the scenes to keep our club running smoothly.

### OUR "FLY-IN" MEMBERSHIP GROWS

#### Kyler and Kitty Laird

Kitty@Lairds.com, Kyler@Lairds.com  
Indiana: +1 765 497-1624, California: +1 209 724-4411

**K** yler Laird and Kitty Campbell-Laird are part of a growing trend – people who commute by air between homes and juggle several job responsibilities. The Lairds' permanent home (for now) is in West Lafayette, Indiana,



40 miles south of the family farm in Rensselaer, where Kyler's family grows grain, corn and beans. Kitty traced the events that led them to Pine Mountain Lake.

They met in 1987 at Purdue University, where Kyler received his degree in Computer Science and Kitty was a musical director, publicist and special events coordinator at Purdue Musical Organizations. Kitty left Purdue in 1997 to pursue a Masters in Arts Administration at Indiana University. After a ten-year career with the Engineering Computer Network at Purdue, Kyler took a job as a computer analyst in the Engineering Department of the new University of California at

Merced campus. Kitty is currently finishing her doctoral degree in Human Factors in Aviation at Purdue.

Kyler, Kitty and their four beloved canine companions (Greta, Garbo, Gable and Grazie, pictured left to right) commute across the Rockies in a 1966 Piper Turbo Aztec (pictured here) they lovingly refer to as "Aztruck." "It was a labor of love and stupidity," Kitty laughed, "Kyler found it in Michigan City, a bird haven on the ground. He bought it with a partner and they restored from the ground up. It's very nice to have a twin engine airplane to fly over the mountains; it hauls a lot."

Their California home (for now) is in Atwater in the temporary living quarters of the old Castle Air Force Base where Kyler is helping to get the UC Merced Engineering Department up and running. The two pilots (Kitty and Kyler each have a private pilot license and an instrument rating. Kyler has a multi-engine rating as well) were looking for a fly-in community where they might find people with interests similar to theirs, when they discovered PML on the Internet. On their first fly in, they met Sean Brady and his mom Betty Lou walking their dogs by the Corsair Café. Sean and Betty Lou introduced the Lairds to all the PML amenities and invited them for Thanksgiving dinner at the Awahnee and our 'Thanksmas' party at PML. "We were very impressed with the sense of community at Pine Mountain," Kitty said.

In case you're wondering how Kitty made her way from Arts Management to Human Factors in Aviation, after completing her instrument rating she helped judge the National Intercollegiate Flying Association air meet at Purdue, where she met the graduate advisor for the Human Factors program. He recruited her over dinner at Pizza Hut for a program that is very process related, as is Arts Management. A Korean military pilot was the program's first doctoral student. Kitty, the other half of the doctoral program, may well be the first Ph.D. to graduate after she completes her dissertation, which focuses on pilot controller communication, oral English proficiency and the cultural barriers to communication for international pilots.

### OUR VOLUNTEERS -- THE SMILE ON OUR FACE

**C** harter member **Barbara Coldren** (profiled last year in this newsletter) has seen our aviation association grow from a casual "come and visit" over coffee and doughnuts event to the potluck dinner and speaker series we enjoy today. Barbara, who served as aviation association secretary last year, is an enthusiastic volunteer at our catered dinners, which require more volunteers to run. She and a team of two or three others helped people check in and claim their dinner reservations at the meeting in January. "I LOVE to greet people," Barbara said. You'll also see her smiling face at the hostess table at Ladies Club each month and behind the greeter desk at the Sonora Community Hospital.

**Conni Buchner, Laurie McGlashan and Phyllis Seifert** were other volunteers who kept the line moving smoothly by the reservation table in January, gently corralling folks who get caught up in conversation and forget to check in. "It's a fun thing to do," Barbara said. "We get to see everyone."

Mary Kelly will write an in-depth story on charter member Barbara Coldren in a future issue of the *PMLAA News*.

Volunteering is a good way to meet people and to represent the welcoming spirit that characterizes PMLAA. Please let us know if you would like to become more involved with our wonderful organization.

## CHARTER MEMBER DICK COLLIER

Not many people solo at the tender age of 12, but the subject of this interview did. His father, who himself soloed when he was 15, decided that son Dick, who'd had plenty of right-seat time in their 1946 Taylorcraft (his first flight took place when he was two months old), was ready. Most 12-year-olds are too short to reach the brake pedals on any aircraft, but Dick was unusually tall for his age. He took off with a full tank and returned much later with an empty one: his first solo flight. Flying has been a part of his life ever since.

Dick Collier has been heavily involved in our aviation association since the day he signed on as a charter member. Besides serving on various committees he has held two terms as president. Additionally, he has been a member of the county's Airport Land Use Commission for eight years and its chairman for five. The ALUC's responsibilities include monitoring airport safety, construction compatibility and density around airports, and, the issuing of building permits. Dick's purpose in serving on the Commission is to ensure the maintenance of both county airports, but especially ours. Recently he has taken on the chairmanship of the Airports Committee, which is comprised of representatives from each of our county's two airports. This committee concerns itself with airport environs as well as the use of county-owned hangars. Dick would like to see an AWOS on our field and is working toward that end.

The Colliers have lived here for over thirteen years. Dick's "story of his life" reveals a many-faceted person, a hands-on individual who dropped out of high school after his sophomore year, yet managed through the GI Bill to get a high school diploma and complete two years of college. This could not have been easy: he had gone to 21 different grade schools, for one thing. Dick joined the Navy when he was eighteen and served eight years in submarines in the North Pacific. Sometimes his ship was submerged for as long as two months as it cruised up near the Arctic Circle. His job involved the development and use of instrument guidance systems, and the Navy sent him to Groton, Connecticut for special training. He left the Navy with an E-6 rating, and Lockheed hired him to develop inertial guidance systems for the Polaris Program.

Asked what the high point in his life was, Dick said, "Joining the Navy. It saved my life." He remarked that he had failed ten years of English and history, but did well in mathematics

physics, and mechanics, and the Navy made good use of his strengths.

It was in 1973 that Dick, aided by the GI Bill, earned all his flight ratings, becoming an instructor for both flight and ground school. He managed to do this in 240 hours.



several years he worked for U-Haul and became their "corporation pilot," flying a Cessna SkyMaster all over the west, landing on dirt strips and even, on one occasion, atop a dam. (Following the curve of the dam on take-off gave him a challenge - he sort of dropped off the edge before lifting off.) Now, in the course of his flying years, he has totaled 8,000 or more hours.

So how did he happen to land in Pine Mountain Lake? After several weekend visits with his family, in 1979 he built a 3400-square-foot house near the golf course.

After his divorce he sold the house, then met and married **Judy**, a feisty RN. Eventually they bought the property they now own, and while living in the tiny hangar apartment they built their dream house, which is also attached to the hangar.

Judy's skill with houseplants equals Dick's skills as a manufacturing engineer. By a north window in their living room (or "great room") an enormous monstera deliciosa thrives. It wasn't thriving when Judy took it on, but she worked her magic, and now Dick says, "It's sort of a symbol of the growth of a marriage." Spathiphyllums flourish, even bloom, and a delicate maiden-hair fern drapes gracefully. Dozens of other plants tastefully enhance their home.

The hangar houses Dick's shop. For years he had worked for various companies, helping to develop guidance systems, and as an assignment was finished for one company he moved on to another. Finally he grew tired of bouncing around and set up his own shop. There, under contract to McClellan Air Force Base, he built F111 parts. Now he builds aircraft parts and helps local owners maintain their classic and antique airplanes.

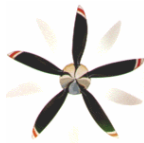
Dick Collier has an interesting philosophy in line with his hands-on personality. He says, "I don't want to read history, I want to make it." He has done right well for a kid who claims to have failed in reading and history a lot of years ago!

My thanks to Dick Collier for a fascinating couple of hours...and my respect.



ψ Mary E. Kelly

**PROP WASH**  
-- by Betty Correa



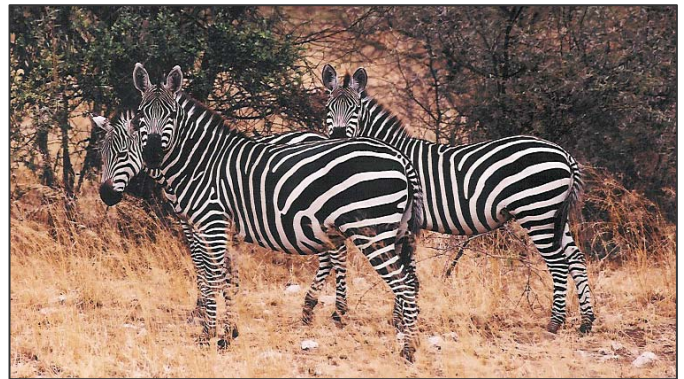
PMLAA member **Stacey Purifoy**, daughter of Paul Purifoy has started a new and very exciting adventure. Stacey spent the past 5 years with the National Park and Forestry Service firefighting and helicopter-repelling. She served in Yosemite, Everglades, Grand Canyon and Payette National Parks. With a little nudge from Dad, private pilot Stacey decided that jumping from perfectly good helicopters into fires was probably not as much fun as flying them. Stacey and Phoenix (Kittytails kitten) now reside in Chandler, Arizona where she is studying for her helicopter certifications at Quantum Helicopters.



**A**gain, many of our members have been flying off to wild and interesting places. **Jane Hansen and Dwaine & Rene Carver** just returned from the Yucatan.



**Tom Tingley** had a fabulous 7-day adventure in Africa. After 20 hours in a 747, Tom and friend Dave landed in Nairobi. Then it was off to western Kenya in a Cessna Caravan. Next stop: a dirt strip at Tsavo National Reserve, about 80 miles from Mount Kilimanjaro. They slept in luxury tents with elephants, hippos and other exotic locals strolling by.



PMLAA member **WAYNE IRWIN** has taken on the job of **Director** of the **Groveland - Yosemite Gateway Museum**. Built with funds generated in our community (no county, state, or federal funds involved), it has been in operation for the past three years, staffed by volunteer docents, and led by volunteers Curator Bob Worthington and (now) Director Wayne Irwin. Wayne will bring considerable expertise to this new job and we wish him well.





> Mary E. Kelly

## AS SEEN IN



PMLAA member Rand Siegfried's Beech 18 featured in the March 2003 issue of Private Pilot Magazine.

### EAA CHAPTER 1337 SPONSORS FLYING EVENTS

Our local Experimental Aviation Association Chapter 1337 is comprised of people from Pine Mountain Lake and Columbia airports. They will be having some upcoming events that might be of interest to PMLAA members. These events are open to all pilots.

On **March 8<sup>th</sup>** Chapter 1337 will be hosting a **Poker Run**. Participants will meet at 9:00 a.m. at Columbia Airport's Bald Eagle Aviation. The plan is to fly to Calaveras, Oakdale, Pine Mountain Lake and back to Columbia, drawing a card at Columbia before departing, and at each

airport. A final card will be drawn upon returning to Columbia where prizes donated by local businesses will be awarded for the best poker hands. There is a \$5 entry fee for each plane. This will be a lot of fun and give us a chance to enjoy the springtime beauty of the green foothills. Chapter 1337 will hold its regular monthly meeting in Alan Wallace's hangar on the airport after the Poker Run and visitors are welcome to stay and attend the meeting.

On **April 12<sup>th</sup>** at 9:00 a.m., Chapter 1337 will sponsor a **Pancake Breakfast** at the Columbia Airport campground. This will be a fundraiser for the Chapter and their Young Eagles program. If you are looking for an alternative to the \$100 hamburger, then maybe this Pancake Breakfast is just the ticket. Load your plane with friends and family and fly over to Columbia, fill up on a great breakfast and then walk it off in Columbia State Park.

For more information on these and other Chapter 1337 events contact Jim Thomas at 209-962-0910.

### TO OUR FELLOW PILOTS AND AVIATION LOVERS AT PINE MOUNTAIN LAKE AIRPORT

The **Columbia Airport 37th Annual Father's Day Fly-In** will be on **Saturday, June 14<sup>th</sup>** with some events on **Sunday the 15<sup>th</sup>**, (TCAA Pancake Breakfast, Flower Bombing and Spot Landing Contest will be Sunday AM; some vendors should still be there on Sunday). We will have an early-bird "Burger Burn" on Friday night, which is for the pilots and all volunteers. It was a huge success last year and a lot of fun.

We are starting meetings and looking for volunteers to help plan and put on the Fly-In. With everyone's help, this year's event could be one of the best ever. I have already talked to many warbird pilots and believe we will have a ramp full of truly beautiful airplanes.

**If you would like to help in any way**, please email me at [awelectric@mlode.com](mailto:awelectric@mlode.com) or call me at 209-586-5860.

Columbia Airport Fly-In Chairman,  
Alan Wallace



That's new PMLAA member Bob Siegfried (Rand's brother) from Chicago flying his pristine  
**WAS PAUL BUNYAN A LADY?**



He didn't use a chain saw  
For such did not exist.  
He cut his errant timber  
With a cross-cut saw in his fist.

At least, that's what the story tells  
And legends always have good sells.

Picture now an elderly dame  
Sixteen-inch chain saw in her grip,  
Assailing the length of a storm-tossed tree:  
Would Paul have enjoyed this trip?

'Twas a giant cedar she struggled with,  
Thinking it an easily-vanquished stem.  
Imagine the trauma she blithely faced,  
What be her stratagem?

Reluctantly, slowly, the chain saw burred,  
Determined, she pressed on and on,  
One by one the heavy chunks fell  
As shavings littered the lawn.

It took three long weeks ere the job was done,  
The chain saw showed the strain,  
But the sawyer, triumphant, rose up and said,  
"I guess I could do it again!"

But she'd rather not.

**Mary E. Kelly**

1965 S35 Bonanza over the Sierras.



## In Memoriam The Columbia Shuttle Crew

**DAVID BROWN, 46**  
NAVY CAPTAIN, PILOT, DOCTOR

**COMMANDER RICK HUSBAND, 45**  
AIR FORCE COLONEL

**LAUREL CLARK, 41**  
NAVY MEDICAL OFFICER

**KALPANA CHAWLA, 41**  
ASTRONAUT SINCE 1994

**LT. COL. MICHAEL ANDERSON, 43**  
PAYLOAD COMMANDER

**PILOT WILLIAM McCOOL, 41**  
NAVY COMMANDER

**COL. ILAN RAMON, 48**  
FIRST ISRAELI IN SPACE





# PMLAA

## ROOTS

In January, PMLAA member **Ellie Giorgis** visited family in her hometown, Tucson, Arizona. Also on her agenda was a pilgrimage to the Pima Air Museum where she inspected the static displays of her father, Walter Douglas, Jr.'s, Fleet 2, Waco, Taylorcraft and Link Trainer. He was born to a railroad and mining family but decided early in life to make aviation his career.

Walter earned his pilot certificate in that same Fleet, flying off a mud flat known today as San Francisco International Airport. His early career as a commercial pilot involved flying daily proofs to William Randolph Hearst at San Simeon and occasional rum runs to Mexico.



Above: Ellie Giorgis with her father's Fleet Model 2, which is on permanent display at the Pima Air Museum. This aircraft was the one in which her father, Walter Douglas, learned to fly.

He returned to his native State of Arizona to found G&G Airlines in Tucson and to become the owner/operator of Grand Canyon Airlines. During World War II he ran a basic pilot training program off his privately owned runway under contract to the U.S. Army. After the war he converted to civilian aviation and operated a flying school until shortly before his death in 1987.

In 1990 Ellie's father was a charter inductee into the Arizona Aviation Hall of Fame, which is now part of the Pima Air Museum. Fellow charter inductees were Senator Barry Goldwater, World War I Fighter Ace and Medal of Honor winner Frank Luke Jr., and astronaut Frank Borman. Borman, it turns out, began his aviation career as Douglas' student.

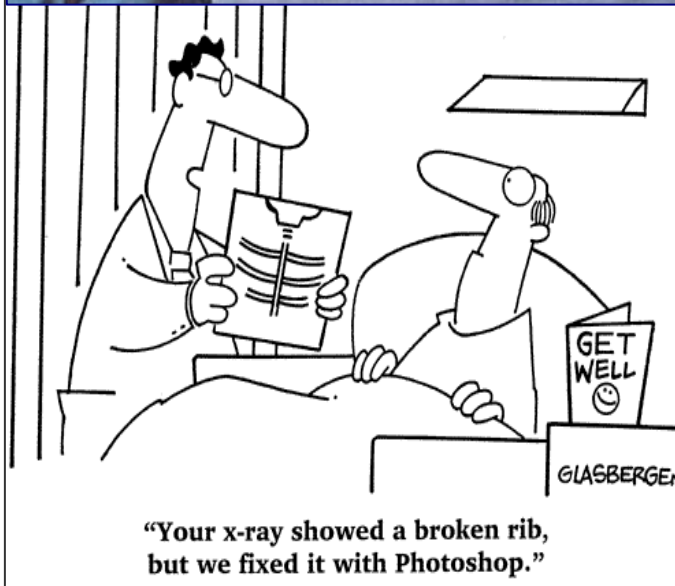


While at the Arizona Aviation Hall of Fame Ellie overheard a man standing in front of her father's *biorama* relaying the history of Walter Douglas to some friends. When she asked who he was, the stranger explained that Mr. Douglas was

his uncle. A long lost cousin (pictured here with Ellie) found in the "small world" department.

ξ Barrett Giorgis

An advertisement for Corsair Café. The top half features a blue biplane flying over a green landscape with a lake. The text reads "CORSAIR CAFÉ" in large white letters, followed by "Pine Mountain Lake Airport" in a smaller font. Below the image, the operating hours are listed: "Wednesday - Monday, 8 a.m - 3 p.m. &amp; Friday for dinner until 8 p.m." The entire advertisement is enclosed in a dark blue border.





PINE MOUNTAIN LAKE AVIATION ASSOCIATION

**T-Shirts & Patches**

Long-sleeve: \$18  
Short-sleeve: \$15  
Patches: \$3

Contact  
Rich McGlashan  
209-962-7928

ψ Need hangar space to rent 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](mailto: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.

**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**

**Audio/Video Equipment Needed**

ψ Do you have a VHS videotape player or CD player or DVD player, or video projector you'd like to donate to the PMLAA? This will help our multimedia guru Ken Codeglia finish building our Audio Video support equipment package without spending additional dollars. Please Contact Ken at 209-962-6270.



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 **to arrive by March 10**. You may pay in advance as many years as you like at the current annual rate of **\$20**. That's just \$1.67 per month. If you have information changes or corrections, please also send the Membership Renewal / Update form that accompanied this issue. If your



information has not 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 PMLAA CALENDAR of EVENTS

General Meetings are held on the 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 / EVENT	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>	<i>Adventures of a Blue Angel</i>
<b>March 1</b>	<b>Test Pilot Colonel Joseph Cotton, USAF, Ret.</b>	<b><i>Tiger Moths to the Valkyrie Supersonic Bomber</i></b>
April 5	<b>Steve Stavrakakis / The Greek Air Force</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 & fabulous Fireworks Display	<i>Details to come</i>
<b>July 6 (Sunday)</b>	<b>Special fun-filled PMLAA day-time event</b>	<i>First Flights in the VTOL Pogo</i>
August 2	<b>Test Pilot James "Skeets" Coleman</b>	<i>Survival in the "Hanoi Hilton"</i>
September 6	<b>US Navy Captain Ray Alcorn</b>	<i>The Ploesti Raid</i>
October 4	<b>Captain Robert Goebel, Mustang Ace</b>	<i>The Global Hawk, State-of-the-Art Surveillance</i>
November 1	<b>Bob Ettinger, Edwards Air Force Base</b>	<i>Too Much Fun</i>
December 6	<b>Thanksmas Party</b>	
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 March 5, 2003 at the home of Paula, Jerry and Scott Baker.

### 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
Roster	Nance Deardorff	209-962-0706
Merchandise	Rich McGlashan	209-962-7928
Multimedia Guru	Ken Codeglia	209-962-6270

### NEWSLETTER

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# The Pine Mountain Lake Aviation Association

presents

## Colonel Joseph F. Cotton, USAF (Ret)

with a special introduction by Clay Lacy

Saturday, March 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.

**B-58 "Hustler"  
Supersonic Bomber**



**XB-70 "Valkyrie"**



**P-40E "Warhawk"**



**THE LAST FLIGHT OF THE "MICKEY FINN"  
November 18, 1943**

Shot up over Athens and crashed on the island of Corfu.  
All 10 survived, including our friend Joe Cotton.



**RP-63, the original "Pinball"**

