

PMLAA NEWS

A monthly publication of the Pine Mountain Lake Aviation Association

Volume 17, Issue 2, February 2002



Amelia Earhart's Flight Across America: **Rediscovering a Legend**

Presented by

DR. CARLENE MENDIETA

About our Guest Speaker for February 2, 2002

AMELIA EARHART ... AND HER FOLLOWERS

Amelia Earhart's exploits, well known to most Americans, particularly of my generation, and the mystery of her disappearance have fascinated us.



How many of us, though, know that she was a volunteer nurse during World War I and later became a social worker and counselor at a settlement house? She mixed her aviation career with her social work until her flight

across the Atlantic as a passenger in a Fokker tri-motor, "Friendship." While in England she flew with England's most famous aviatrix, Lady Mary Heath, in an Avro Avian. She bought the plane from Heath and shipped it to the United States. This was her third aircraft and carried the ID mark 7083.

George Putnam, publicist and publisher, recruited Amelia to write a book about her adventures with Heath. 20 Hrs. 40 Min: Our Flight in the Friendship was quickly finished, and Amelia began flying her Avro all over the USA, giving demonstrations and rides. In 1928 she flew across the

United States from Rye, New York, to Los Angeles, and back to Rye.

Seventy-three years later, in September of 2001, Amelia Earhart's flight was repeated by a lady dentist, **CARLENE MENDIETA** of Napa, California, flying a 1927 Avro Avian, a sister ship of 7083, that had been located in Australia and shipped to this country early in 2001.



To appreciate the enormity of such a flight, one should read the specs for the aircraft: max speed: 102 mph; cruising speed: 87 mph; climb: 650 fpm; ceiling: 18,000 ft; gas capacity: 35 gal; max range: 400 miles. Aircraft length: 24'3"; height: 8'6"; wingspan: 28'; tare wt: 1130 lbs; max wt: 2002 lbs; present engine: Gypsy II, 120 hp.



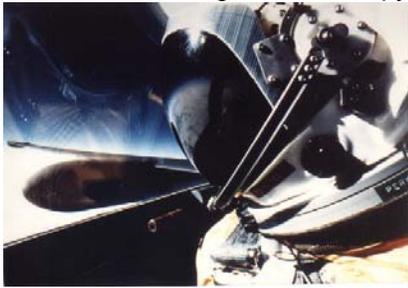
We are delighted to have Dr. Mendieta as our guest speaker on February 2, 2002 and thank Kent and Sandy Blankenburg for providing their east hangar for this very special event.

To learn more about this significant piece of aviation history, visit www.historicaviation.com.

Mary E. Kelly

PESIDENT'S CORNER

Delighted to report that we had a full house at the January 5th meeting. Our guest speaker, **U-2 pilot Lieutenant Colonel Rich Perkins** provided a fascinating look into the world of high altitude spy operations.



He stayed until 10:00 p.m. answering questions from an eager group of PMLAA members. I expressed our sincere thanks to Col Perkins for his time and effort and

he related how gratified he was to have such an enthusiastic and appreciative audience. Some of our members are planning to take aerobatic and emergency maneuver training with Col Perkins at his flight school, Attitude Aviation, in Livermore, which he started in 1997 with Marilyn Bedford, his Very Significant Other. They are both pilots. Marilyn handles the marketing and Rich has taught in everything from Cubs to supersonic jets. They have the largest operation on the field, with 43,000 square feet of hangar space, 2,500 square feet of offices and classrooms, their own maintenance facility, fifteen rental aircraft and twenty-three resident aircraft. Their rental fleet includes a 1941 Cub in near perfect condition, two Citabrias, two Pitts Specials, an Extra 200, and an assortment of Grobs, Grummans, Cessnas and Beechcraft, even an L-39 jet. Their largest hangar is like a museum. A beautiful HU-16 Albatross and a Mallard hangar there as well as two T-6's, a T-28 and others. Attitude Aviation teaches everything from private pilot to jet aerobatics. They specialize in tail-wheel and aerobatic training and are experts in emergency maneuver training, teaching extreme unusual attitude and spin recoveries as well as partial control failures and other emergency procedures. Attitude hosts the Confederate Air Force's Golden Gate Wing and Air Combat USA. Rich and Pine Mountain Lake homeowner Ted Carr offer jet training in the L-39 in which they began doing airshows last season. They call it the Firecat, and it lives at Attitude Aviation.



Colonel Perkins retires from the US Air Force this July and he's really looking forward to flying lots of airshows and growing

Attitude Aviation into the finest flight school this side of the Mississippi. Feel free to taxi over to their ramp. It's the biggest hangar on the field, just to the left of the approach end of 25R. You can't miss it, but if you do, just ask for a progressive to Attitude. If you're flying anything cool, tower will probably direct you to them anyway. It's that kind of place. Call 925-456-ACRO (2276) if you'd like any information on their operation or just stop by.

The excitement is building for our February 2nd meeting



with Dr. Carlene Mendieta. Please send in your reservations by January 24th. A reservation form is enclosed in this edition of the PMLAA News.

+ + + + +

Many thanks to DWAIN CARVER, SEAN BRADY and ROGER SLOAN for repairing and carpeting our property- trailer which now safely holds our twenty brand new six-foot polyethylene tables.

+ + + + +

Our Property Managers need volunteers to **HELP** with the tables and chairs as well as vacuuming before and after each general meeting. Please call Malcolm Milliron at 962-4508. Thank you.

+ + + + +

Look for **CFII Mike Gustafson's** article in the next edition of the PMLAA News. Mike will focus on day and night landings at Q68. He'll discuss pattern entry, stabilized approach, VSO, 1.3 VSO, use of the VASI, and night landing illusions.

+ + + + +

Sally loves to fly. When she gets anywhere near our plane, that's all she can think about. When she's focused on flying, she could care less about cats or deer or squirrels or treats or long romps in the mountains. It's a shame the FAA won't let dogs get pilot's licenses. Our girl Sally would be an ace.



Happy Valentine's Day. Fly Safely.

✈️ **Keith Zenobia**

AIR TRAFFIC CONTROL

These are words that may strike fear in the hearts of many new pilots and some old ones. This doesn't have to be the case. When properly utilized, ATC can actually be a great help to you. Radar traffic advisories, flight following, arrival entry into complex airports, clearances into and through Class "B" and "C" airspace, and assistance in emergencies are a few of the services that ATC provides. Knowing the proper approach to utilizing ATC is the key. Clarity, conciseness and brevity are the three essentials in communications. Know what you want, state it as simply and briefly as possible. This means thinking about what you want to say before you call. If you can't think of the proper phraseology, just say it in "plane English." On your initial call-up, LISTEN before you call, then state the name of the facility you are calling and your call-sign, then WAIT for a reply. After ATC responds, give your call-sign, your position, destination and request. It would sound something like this—Stockton Approach, N7365X, 10 miles east of Oakdale, en-route to Livermore, request flight following. The controller then knows where you are, your destination and what you want. Item priority in making your request is key since ATC listens for a certain order in your call-up. As you make your request, the controller is busy entering the data into the computer, so the order you utilize either helps or delays the controller in getting a transponder code from the computer for you. Be consistent in the order. When you are working with ATC, MONITOR THE FREQUENCY continuously. If you need to leave the frequency, TELL THE CONTROLLER. When you return, TELL THE CONTROLLER. There is nothing more frustrating for a busy controller than to have to call a pilot several times.

Arrival into a busy, unfamiliar terminal area can become a snap when you call ATC 30 to 40 miles out and request radar advisories and sequencing into the airport. Listen for the ATIS prior to calling so you don't have to leave the frequency in such a busy environment. If you are entering or flying through Class "B" airspace BE SURE THAT YOU ASK FOR A CLEARANCE THROUGH THE AIRSPACE. Radio contact with ATC does not give you clearance through Class "B" airspace unless you request it.

If you have an emergency, first ascertain what your emergency is, handle it, and if you need assistance to a nearby airport, squawk 7777 and call ATC on 121.5. The controller instantly knows where you are and that you have a problem. As I said, the controller is there to help you.



Finally, listening to ATC can be boring but you only need one near miss to get your attention because you weren't available to ATC for traffic advisories. I can recall several incidents over my career where midair collisions were avoided because traffic advisories were given. Remember, the lives that are saved may very well be yours and your passengers . . . FLY SAFELY!

✈ Tom Martin

PMLAA Member, **TOM MARTIN** is a pilot of 36 years and has 29 years of air traffic control experience with the FAA, all in the SFO Bay Area. He worked both en-route (Oakland Air Route Traffic Control Center) and Terminal Radar (Oakland Bay Tracon). Over his career he had 5+ saves of aircraft in emergencies. Tom retired in 1984 and moved to "heaven" (PML) in 1987 where he and his wife Joann live happily ever after. Thank you Tom, for your excellent pointers.

The Pilot's Prayer

Oh controller, sitting in tower
Hallowed be thy sector.
Thy traffic come, thy instructions be done
On the ground as they are in the air.
Give us this day our radar vectors,
And forgive us our airspace incursions
As we forgive those who cut us off on final.
And lead us not into adverse weather,
But deliver us our clearances.

Roger

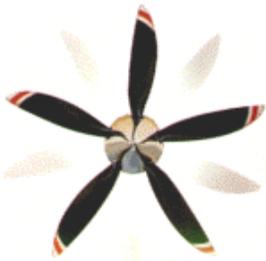


Captain Larry "Sez" is cleared for the approach.

Happy Flydays,

✈ Keith Zenobia

PROP WASH



A quick report on "Kittytails": Founded in 1999, **Kittytails** is dedicated to the rescue and rehabilitation of feral kittens. **Kym Curran** leads the fight to promote compassionate and humane care for Groveland's feral cat population. Jane Hansen, Sharon and Jim Hunt,

and Marian and Jim Wolf and son Teddy are Kittytails kitten families. Peggy Andrews, Kay Meermans, Kent and Sandy Blankenburg, Harriet Wallace, Jane Reynolds, Nina Jobe, Jean and Jerry Alexander, Buck and Jo Buchanan (pictured below), and many others rescue, donate food, find homes for, and most importantly, cuddle kittens.

This past year 47 kittens were rescued, socialized and adopted by loving families; 75 adult cats were sterilized and re-released. Sterilization of feral colonies is more effective and less costly than repeated attempts at eradication. It is estimated that six million cats and kittens will be euthanized in the United States this year.



If you need a feline companion or even a gopher cat, please call 209-962-1060. Kittytails is recruiting volunteers to assist with a fundraising Car Show scheduled for June/July 2002. Please call if you can help.



Who could ever have imagined that an "innocent" little red-headed girl from Hyde, Cheshire, England, would grow up and find herself piloting an airplane to and from work from a Utopia named Pine Mountain Lake?

Judy Collier never gave a thought to flying until she met "Tricky Dick," who caused her gyros to tumble, whereupon she spun into his waiting arms. She has been flying ever since.

Judy won her pilot's license about nine years ago and now has accumulated over 1,000 hours aloft. She says, "If one has to work, flying to the job is the only way to go, as the commute is so enjoyable."

There has been an occasional pulse-raising experience, such as contending with "grazing" deer on the runway, or "weekend warriors" cluttering up the pattern; knowing there is an audience can certainly make for a very nervous approach and flare-out.

However, there was that time at Columbia when Judy, having borrowed Paul Purifoy's bird, a Piper Warrior, came in for a landing, and, blissfully unaware that Larry Jobe and cohorts were watching, managed to make like a kangaroo. Naturally, the observers behaved like perfect gentlemen, except for remarks such as, "Hey! Pretty good! Six touchdowns and one landing without a single 'go around'!"

Judy had a good excuse, she had been accustomed to flying a high-wing plane and this was a low-winger.

One week she "squeaked" it in and thought, Oh, phooey! No one saw that perfect touchdown. But she was wrong. Standing alongside the runway was a bunch of guys holding up signs grading her landing. She was happy to see a score of 69!

Perky Judy is one of the reasons Pine Mountain Lake is such a great place to live!

✦ **Betty Correa**



AFTER THE STORM

Ebony tarmac gleams in the sun,
Its puddles reflecting blue sky,
Cirrus and cumulus float, reform,
A jet's twisting contrails arc high.

A turkey vulture rocks in flight
Above hillsides glowing green,
A loner in the firmament
Surveying a changing scene.

Alders and elders, buck-brush and pines,
Their leaves iridescent with dew,
Mix with oaks' bare silhouettes,
As morning sun glances through.

Dancing rivulets rush downhill.
Glittering diamonds of light,
They swirl along, a rippling ballet,
Soon tumble out of sight.

The storm is over, at least for now,
All is bright and clean.
I love this land after a storm —
Washed, shining, serene.

Mary E. Kelly



Meet our PMLAA Members

-- Virginia Richmond, Profile Editor

PMLAA has an amazing membership – interesting people with many accomplishments and talents. Each month we'll profile a few members so we can all know each other better. Send suggestions to V_Richmond@yahoo.com or 962-6336.

Peggy and John Andrews

twoandrews@bigvalley.net
209-962-7264

John and Peggy moved from Sunnyvale to PML in 1999 with life-long interests in planes.

John spent his first career in office product sales with Corporate Express, retired to PML and “helped” Darryl Scott, the contractor building their PML home. He liked it so much, he now works with Darryl full-time in a second career.

Peggy has been a flight attendant for United Airlines for 32 years and has no intention of retiring. She takes a long drive to SFO, followed by a very long flight to Tokyo's Narita Airport about four times a month. Between flights, Peggy is active in local hiking and genealogy clubs. The Andrews have two daughters and three grandkids.

John is known for the beautiful remote controlled airplanes he builds. The planes are 1/5th



of full-size models, and John flies them regularly with the Sonora Radio Controlled Club. He



has a collection of five models (Hellcat, P47, P51, Extra 330 and Christian Eagle) currently on display at Kay Meerman's

hangar. Call Kay or John to see them. John also builds remote controlled airplanes for sale and is now also making weathervane versions.

Flying may not be all plain sailing, but the fun is worth the price. – Amelia Earhart

Vicky and Jeff Benzing

vkflyer@aol.com
209-962-4129

Vicky and Jeff are definitely in the running for the most toys, even given pretty tough competition around PMLAA!

Jeff and his two kids have been weekend PML residents for nearly 15 years. After he and Vicky married two years ago, they began building their log home and hangar at the airport.



The hangar houses the Benzing “fleet” -- a Beech Debonair, an antique Stearman and Luscombe, and a Hughes Helicopter. Vicky is currently at “twin school” so we can guess the next addition to the family!

Vicky believes tail draggers are “real” planes. The Luscombe was her first; she bought it in New Jersey 20 years ago, and traveled cross country without a radio. How times change!

Both Vicky and Jeff are employed at Novellus Systems, a leader in semiconductor manufacturing equipment. Jeff is the EVP of Product Operations, and Vicky is VP of Process Integration. Previously, Jeff founded Benzing Technologies.



The Benzings have major risk genes: Vicky's other passion is skydiving. Jeff is into mountain biking and sports cars, such as his 1987 Ferrari convertible.

The Benzings are thrilled to be part of the PML aviation community and are loving getting to know everyone.

To most people, the sky is the limit. To those who love aviation, the sky is home. – anon.

Barbara and Tom Connelly

TBC@goldrush.com
209-962-4980

The Connellys arrived four years ago from the East Bay. They were looking at retirement areas around Sutter Creek, came across a copy of the PML News, and came to visit. Next thing you know, they'd settled in to a golf course home on the 12th green.

Tom is a retired air traffic controller. He started in the Air Force, serving in Germany and Vietnam and with a mobile unit "everywhere." After the Air Force, he became a civilian air traffic controller for 15 years at Atlanta Center, where 200 controllers are responsible for the air space over 11 states. Tom also flew Cessnas and Cherokees for fun; he was introduced to flying by a buddy who was captain of the USAF Sky Blazers (European Thunderbirds).



Barbara grew up around early aviation. Her dad was a test pilot for Northrop, a barnstormer, and an early air mail carrier, who logged over 1 million air miles.



Barbara is now the school secretary at Greeley Hill and Tom has a "retirement career" making custom golf clubs and doing golf club repairs. They both spend most of their free time on the golf course. Between them, Tom and Barbara have five children and are looking forward to grandkids.

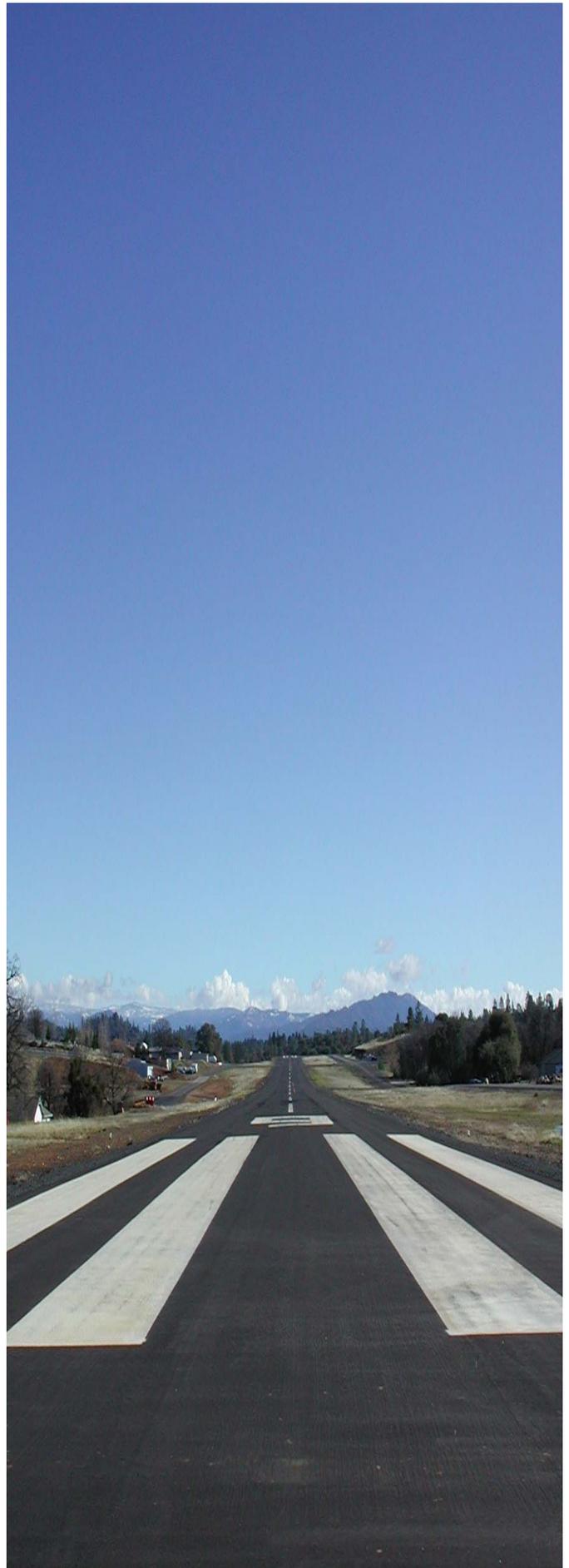
Aviation is proof, that given the will, we have the capacity to achieve the impossible. -- Eddie Rickenbacker

DUES ARE DUE!



We remind you that dues for 2002 are now due and payable, and urge you to send your check now. We'd hate to have you miss even one issue of our newly-

formatted Newsletter! Please send your check to PMLAA, P.O. Box 131, Groveland, CA 95321 right away. You have the option of paying in advance as many years as you like at the current low annual rate of \$12. Please also send in, with your payment, the enclosed Membership Application / Renewal / Update form with any contact information changes. A roster will be prepared during March and will be mailed to all paid-up members with the April Newsletter. Thank you.



THE MERCIFUL WARRIOR

-a documented story of pure chivalry during World War II

(Editor's Note: **Don Correa**, who flew fighters out of Italy during the war, passed the following on to us. Thanks, Don.)

A **B-17**, piloted by Charles Brown had survived an attack by 15 German fighters after a 60-plane allied bombing raid on Bremen, Germany. Brown had full control of only one of the B-17's engines, most of the aircraft's tail had been shot off, there were one dead crewmember and four casualties. The oxygen system was shot out and Brown had blacked out after the dogfight.

"My last memory was of being inverted," he said. When he revived he was at 2,500 feet and pulling up over trees.

A **Messerschmitt 109** piloted by German Franz Stigler pulled alongside. "He could have pulled out a handgun and finished us off," Brown said when interviewed. "That actually went through my mind." In an interview in Seattle for the Associated Press Stigler, who had immigrated to Canada in 1953, said, "I was amazed that that aircraft could fly.



The B-17 is a most respected airplane. I flew within 12 yards of Charlie's. It was a wreck. The tail gunner was lying in blood. Holes all over. I saw Charlie, who was wounded in the shoulder, by himself flying the plane and his crew running all up and down tending the wounded."

Stigler signaled Brown to land in Germany, but Brown refused. Stigler then tried to nudge the B-17 toward neutral Sweden, where the crew would have been interned for the rest of the war, but Brown resisted that too.

"It was not one of my better days for brilliance," Brown remarked. "It wasn't a matter of bravery. It's just how the mind works."

Stigler's choice then was to kill the Americans or let them go. He chose to escort them to the North Sea. Then came the moment etched in Brown's memory: "He saluted, rolled

his plane, and flew away."

It was Stigler's job to shoot down the B-17. Had he said anything to anyone about letting it go, he could have been court-martialed and probably shot.

Why did Stigler spare Charles Brown and his crew? Brown's wife had the answer: "In one way they are both the same, they both share a code of honor."

✈ **Mary E. Kelly**

SAFETY, SAFETY, SAFETY...

It's everyone's business, especially at an airport, and we've been lucky so far. No pedestrian has tangled with an aircraft, and ground vehicles have operated with impunity. However, here are a few reminders that will keep us out of trouble:

No unattended children are allowed on the County's tie-down area. All dogs must be leashed while on airport property, no matter how well trained and dependable they are. Motor-bikes, all-terrain bikes, skate boards, roller blades, bicycles, and any other such equipment are not to



be operated on the tie-down area. NEVER handle an aircraft's propeller — if the master switch is on you could lose a hand at the very least **REMEMBER: ALL AIRCRAFT ON THE AIRPORT HAVE THE RIGHT-OF-WAY!**

One other thing: when accessing the airport area by car, go through the gate by the Corsair or take the long way around up Hemlock to Woodside; please don't use a private driveway. And when in a car or truck, always cross the runway at its western end.

✈ **Mary E. Kelly**

Pine Mountain Lake Aviation Association



T-Shirts
Badges
&
Caps
For Sale

Contact
Rich McGlashan
209-962-7928

LOOKING AHEAD



	EVENT	LOCATION	GUEST SPEAKER / TOPIC
Feb 2 6:00 p.m.	General Meeting	Blankenburg Hangar	Guest speaker: Aviator, Dr. Carlene Mendieta, Amelia Earhart's "Flight Across America"
Feb 6 7:00 p.m.	Board Meeting	Jane Hansen's Home	
Mar 2 6:00 p.m.	General Meeting	Lake Lodge	CDF Battalion Chief, Dan Ward
Mar 6 7:00 p.m.	Board Meeting	Barbara Coldren's home	

A SPECIAL THANK-YOU...

We extend our thanks to the three men from our community who serve on the **Airport Land Use Commission: Dick Collier (who presides as chairman), Red Rossio and Tom Martin.** Every third Wednesday of the month at seven o'clock the ALUC meets at the Columbia Airport to discuss aviation issues, determine policy and keep us legal.

The importance of our two county airports, Columbia and Groveland/Pine Mountain Lake, is not always recognized. Daily, large numbers of our pilots fly to their places of business in the Bay Area and the Central Valley. During the fire season both airports are available for use as staging areas for fire-bombers and helicopters. When an emergency air-lift to an out-of-county hospital is required, airport accessibility can be a matter of life or death.

We urge you to attend the ALUC meetings and become informed about decisions affecting our airport. Upcoming dates are: January 16, February 20 and March 20. (And do thank Dick, Red and Tom for their service!)



Pine Mountain Lake Airport - Then and Now





Happy Valentine's Day

*Pine Mountain Lake
Aviation Association Members*

PMLAA NEWS



2002 General Meetings

First Saturday of the month

EVENT DATE	SPEAKER	TOPIC
January 5	Lieutenant Colonel Rich Perkins	"Spy Ops", Flying the U-2
February 2	Dr. Carlene Mendieta	Amelia Earhart's "Flight Across America" Reenactment
March 2	CDF Battalion Chief Dan Ward	Aerial Fire Fighting
April 6	Survival Training Expert Ted Carr	Aviation Related Survival Training
May 4	Medi-Flight's Frank Erdman with helicopter and crew	Air Ambulance Operations
June 1	The Pilot's Pilot, Clay Lacy	To be announced
July (No Meeting)		
August 3	To be announced	
September 7	To be announced	
October 5	To be announced	
November 2	Ken Orloff	Accident Investigation – to be announced
December 7	Thanksmas Party	Too Much Fun

Board of Directors

President:	Keith Zenobia	209-962-4014	Keith_PMLAA@zenobia.com
Vice-president, Airport Affairs:	Dick Collier	209-962-6400	Dick_PMLAA@zenobia.com
Vice President, Social Affairs:	Pat Price	209-962-7431	Pat_PMLAA@zenobia.com
Secretary:	Barbara Coldren	209-962-5168	Barbara_PMLAA@zenobia.com
Treasurer:	Tom Tingley	209-962-0499	Tom_PMLAA@zenobia.com

Committee Chairs

Programs:	Keith Zenobia	209-962-4014	Keith_PMLAA@zenobia.com
Property:	Sean Brady	209-962-0422	Sean_PMLAA@zenobia.com
Property:	Buck Buchanan	209-962-7262	Buck_PMLAA@zenobia.com
Property:	Malcolm Milliron	209-962-4508	Malcolm_PMLAA@zenobia.com
Membership:	Jane Hansen	209-962-6515	Jane_PMLAA@zenobia.com
Roster:	Nance Deardorff	209-962-0706	Nance_PMLAA@zenobia.com

Newsletter

Editor-in-Chief:	Mary E. Kelly	209-962-7057	Mary_PMLAA@zenobia.com
Profile Editor:	Virginia Richmond	209-962-6336	Virginia_PMLAA@zenobia.com
Social Editor:	Betty Correa	209-962-5209	Betty_PMLAA@zenobia.com
Layout:	Keith Zenobia	209-962-4014	Keith_PMLAA@zenobia.com
MERCHANDISE	Rich McGlashan	209-962-7928	Rich_PMLAA@zenobia.com

Pine Mountain Lake Aviation Association General Meeting

Saturday, February 2, 2002

Social Hour begins at 6:00 p.m. - Dinner at 7:00 p.m. – Speaker at 8:00 p.m.

An Italian buffet will be catered by **Francee Dodd's All Occasion Catering**

at

The Blankenburg East Hangar

Please see enclosed flyer in this edition of the PMLAA News for reservation information.

Guest Speaker: **Dr. Carlene Mendieta**

Presents

Amelia Earhart's Flight Across America

Rediscovering a Legend



PINE MOUNTAIN LAKE
AVIATION ASSOCIATION
P.O. BOX 131
GROVELAND, CA 95321





PMLAA Celebrates

Valentine's Day

(A little early)

Saturday, February 2, 2002

with
Dr. Carlene Mendieta

Amelia Earhart's Flight Across America:
Rediscovering a Legend



at

Kent and Sandy Blankenburg's East Hangar

20810 Elderberry Way, Pine Mountain Lake, Groveland, CA

Social Hour: 6:00 p.m. Dinner: 6:45 p.m. Guest Speaker: 8:00 p.m.

Italian Buffet

Catered by Francee Dodd's All Occasion Catering

No host beer and wine bar - Bring your own beverages if you prefer

PLEASE RETURN THE FORM BELOW WITH YOUR CHECK BY JANUARY 24, 2002



PMLAA Catered Italian Buffet with Guest Speaker Carlene Mendieta

Number of Reservations: _____ @ \$16 = \$ _____

Name(s): _____ Phone _____

Name(s): _____ Phone _____

Name(s): _____ Phone _____

Please make your check payable to and remit to PMLAA, P.O. Box 131, Groveland, CA 95321