



Volume 17, Issue 6, June 2002  
A Monthly Publication of the Pine Mountain Lake Aviation Association

## “For the Fun of it”

Presented by

# Clay Lacy

About our Speaker for Saturday, June 1, 2002

"I've been intrigued with aircraft since I was five years old and knew I wanted to be a pilot from age seven. At twelve, I started working at an airport, trading work time for flying time. In fact, I only worked one day in my life outside of aviation - it was in a grocery and I lasted three hours. I feel lucky that I knew early what I wanted to do and was able to pursue it. I've had fun and I don't know what I would change. I've had the opportunity to meet great people in aviation. That's the best part of it and I've gotten to know a lot of good aircraft."

Clay Lacy was born in 1932 and grew up in Wichita, Kansas, the birthplace of aviation manufacturing.

In 1968, Clay established the first executive jet charter service west of the Mississippi, using a leased Learjet. He bought his first Lear in 1970, the second 3 years later. In 1975 he bought Bill Lear's own Model 25 and since then has added another Lear 24 and a Lear 35.

His fleet today consists of 25 aircraft including Learjets, Gulfstreams, Boeing 727s and Business Jets (BBJ). 21 of these aircraft are used for charter operations. Clay is personally involved with all aspects of the operation.

Clay Lacy spends his time as part pilot, part director and part videographer. He has conducted over 2500 air-to-air photography flights, shooting everything from sequences for Hollywood blockbusters like *Top Gun* and *The Right Stuff* to commercials for the airlines. He has

filmed the U.S. Navy "Blue Angels" and the U.S. Air Force "Thunderbirds" as well as the F-117 Stealth fighter, the SR-71 and the U-2. Even the rock-band U-2 came to Clay Lacy Aviation to charter a Boeing 727 for their recent tour.



Lacy's Learjets are the only jets modified for the Astrovision camera system, a concept he helped develop. His jets have the capability of four camera positions plus IMAX® capability. However, Lacy's reputation as the best has not come from his specially equipped jets. All

cameras are hard-mounted to the aircraft. Therefore, the smoothness of the shot is in the hands of the pilot, Clay Lacy himself. And since the camera lenses don't zoom, Lacy acts as the operator by maneuvering the Lear, not the camera, to frame the shot. The job calls for detailed choreography, extraordinary skill and finesse.

Clay Lacy has flown almost 50,000 hours of flight time, more flying hours in jets than any human on the planet! To place this accumulation of flight time in perspective, it would take over five years of non-stop gear-up to touch down flying to equal this

accomplishment. Clay has devoted his lifelong efforts to airplanes and the aviation industry, and over the years he has set many records in private, military, air race, airline and experimental flying.

The Pine Mountain Lake Aviation Association is indeed fortunate to welcome this pilot's pilot, airline captain, air-race pilot, Air National Guard fighter jock, aerial cinematographer and FBO entrepreneur as our June 1<sup>st</sup> general meeting guest speaker.



## PRESIDENT'S CORNER



and his crew (Registered Nurse Lisa Carpenter, Flight Paramedic Cynthia Bowling and Pilot Geoff Frangos) gave us valuable insight into air ambulance operations and an in-depth look at one of their Eurocopter Twinstars. We are fortunate to have this not-for-profit team of experts available to us. Thanks to **Jan and Roger Sloan** for opening up their hangar to the PMLAA. Carol Simpson parked her 1955 Bell 47 helicopter there as well. You should have seen their chopper race following the event (just kidding).

**Clay Lacy** will pack the house on June 1<sup>st</sup>. Once again, we thank **Kent and Sandy Blankenburg** who will provide their beautiful east hangar for this most exciting evening. Our limit is 220 attendees and



**we are sold out** for this catered event.

PMLAA member **Paul Sperry** has joined our team of UNSUNG HEROES: **Property Managers Sean Brady, Buck Buchanan and Malcolm Milliron**. Thank you Paul and thank you Sean, Buck and Malcolm for your tireless efforts to keep our organization running smoothly.



PMLAA member **Ken Codeglia** has produced a terrific VHS videotape of our February general meeting with **Dr. Carlene Mendieta**. She spoke to us about her reenactment of Amelia Earhart's flight across America in a 1927 Avro Avian. Thank you, Ken. We are making it available for our members to borrow. Please contact me if you're interested.

Following tradition, we will not have a July general meeting but the PMLAA board will meet on July 10<sup>th</sup>.

Your Board of Directors has purchased ten more folding tables bringing the total to thirty. We have also purchased a wireless microphone and wireless remote control for our slide projector. Our sound system worked flawlessly at our May meeting in Roger and Jan Sloan's hangar thanks to PMLAA members **Malcolm Milliron** and **Ken Codeglia**.

**An important meeting** with airport manager Tim Deike and members of our County Board of Supervisors regarding airport issues will be held on **Larry and Nina Jobe's** hangar deck at 1:30 p.m., Monday, **May 20, 2002, not May 27<sup>th</sup>** as I announced at our May 4<sup>th</sup> meeting. We encourage all PMLAA members to attend.

PMLAA members **Budd Field and Walt Bowe** are the proud new owners of Wayne and Bernice Kerr's 1928 Curtiss Robin (Photo below). Walt and Budd are trucking this rare find to Livermore for stripping, then to Sacramento for powder coating, and finally to San Andreas County Airport in Calaveras for her full



restoration. OK, she's not much to look at now, but in about a year she'll be turning heads. I'll report on the finished product.

PMLAA member **Rich Nurge** purchased The Kerr's 1943 Beechcraft Staggerwing recently. Still for sale are the Kerr's classic Belanca and vintage Fleet airplanes.

Thank you to **Dwaine and Rene Carver** who will provide their hangar for our August 3<sup>rd</sup> meeting.



**Get ready for summer fun on Pine Mountain Lake.**

Please fly safely.

**✈ Keith Zenobia**



## CLAY LACY'S RESTORED "GOONEY BIRD" IS THE QUEEN OF THE FLEET

It's not often that one can own a piece of one's own history. However, Clay's magnificent restoration of his Douglas DC-3 "Mainliner" puts him right back in the seat where he began his historic 40 year United Airlines career. It was 1952 when Clay started flying runs as a UAL pilot up and down California's central valley and round trips to Catalina Island in a very similar airplane.



The history of N814CL from manufacture to restoration begins at the zenith of America's record setting WWII manufacturing boom. Clay's "Gooney Bird" was built near the end of the war as a C-47 and was delivered to the USAF on October 5, 1945. The military history of this airplane was extremely short because within 30 days, it was declared "surplus."



Promptly after civilian registration, the airplane was acquired by Standard Steel Spring Company and became an executive transport. Several owners followed before the airplane was registered to North American Rockwell Corporation during the '60's. Rockwell then sold the bird to the State of Georgia in 1969 where it was used to transport Governor Jimmy Carter and other Georgia officials. Eventually the airplane found its way to Van Nuys Airport where it saw little use until purchased by the Van Nuys FBO, Clay Lacy Aviation.

Clay's staff began an in-depth restoration of this vintage transport. The airframe and engines underwent total overhaul while the interior was completely removed and replaced. Clay wanted to restore the airplane in the image of the post war UAL "Mainliner O'Connor," partly as a sentimental gesture to his career roots with United. While the exterior of this classic UAL workhorse began to take shape, Clay and his talented staff headed up by Mike Boal, designed and installed a customized 14-seat interior that would be the envy of a Gulfstream V.

### MAINLINER O'CONNOR The Pride of United Airlines

Clay named the restored UAL DC-3 Mainliner, "Mainliner O'Connor," again in keeping with United's history. From 1948 through 1952 United Airlines operated an executive DC-3 used primarily by William A. Patterson, founder and CEO of UAL. Mary O'Connor was one of United's early stewardesses and usually flew with Patterson aboard Mainliner O'Connor, which he named in her honor.



After thousands of hours of work the metamorphosis of this aluminum butterfly was finally complete in August 2000. Pictured above are Mary O'Connor and William Patterson with the original Mainliner.

# Safety Corner

## Runway Incursions

By Mike Gustafson

Nothing compares to the sinking feeling that accompanies the phrase, "Comanche 5565P, go around; aircraft on the runway", and you just taxied out onto the active runway for take-off! You are now a runway incursion statistic and will soon be talking to your new FAA friends.

It is interesting to note that runway incursions cannot happen at an uncontrolled airport. You need an operating control tower with ATC instructions to have the opportunity to leap into the FAA stat book. If you swap a bit of paint at an uncontrolled airport, then you and the other offending pilot are both guilty of not "seeing and avoiding" each other, but officially there is no runway incursion. In fact if you taxi onto an operating runway without a clearance and do not cause a dangerous situation, then you are a "Pilot Deviation." You were given a clearance and deviated from it; you still might talk to a few guys with big sunglasses, but then again maybe not. All depends on the mood of the tower controllers that day. If the incursion occurs due to a controller mistake then it is called a "loss of separation."

There are 4 levels of runway incursion:

Category A -- requiring instant and abrupt action to avoid a collision.

Category B -- requiring immediate action to avoid a collision.

Category C -- requiring positive movement to avoid a collision.

Category D -- little if any action required to avoid a collision.

The statistics for runway incursions have been relatively flat for the last 6 years with only 5 incursions per 1 million flight operations per year. Unfortunately 3 of those mistakes resulted in fatalities. The airlines almost never have a runway incursion so about 60% of all incursions lie at the feet of G.A. pilots, 20% with controllers, and 20% with pedestrians and vehicles.

The FAA, in an attempt to reduce runway incursions, has revised and improved many parts of the system: controller communication, pilot responsibility, signage and runway/taxiway markings. For example, at Reid Hillview airport, all of the runway and taxiway signs have been enlarged and pavement markings have been made bolder. The color of runway signs has been changed to a very bright red, and the hold short lines on the pavement are bright yellow on black paint to increase contrast.

Controllers do an amazingly accurate job, keeping track of so many diverse operations, but they are still just human (no matter what they say) and they can make a mistake. The most common is that they clear an aircraft holding short onto a runway with another aircraft on short final. As a pilot, a quick look towards the approach area of the runway will usually help you avoid skid marks on your cabin roof!

The primary cause of pilot-induced runway incursions is confusion regarding taxi instructions. We all get complacent flying to and from the same airports all the time. We then land at a new airport, and only as we taxi clear of the runway do we realize that the airport diagram is in the flight guide in the

baggage compartment. ATC rattles off a taxi clearance and there you sit.

Most pilots are male, and we all know the first rule of manhood: never ask for directions! This is not the time to be proving your manhood. If you are confused, tired or the flight guide is missing, ask for progressive taxi instructions. The tower would rather hold your hand and keep you out of harm's way than have you blunder onto an operating runway and then have to stay late to fill out all the paperwork!

Another common pilot error occurs at airports with multiple operating runways. Two airplanes are holding short of two different runways being controlled on a single frequency. The



other aircraft is cleared onto the runway and you move out as well. At Reid I have to be real careful as we have dual runways. I will be discussing some arcane aircraft fact with my student and I hear "garble, garble, into position and hold." My feet stay firmly planted on the brakes even as the student revs the engine to start moving. We then clear up who is to move, and half the time it is the traffic across the

runway. No meeting with the guys with big sunglasses this time!

I have a personal rule: never cross a set of runway hold bars without asking for specific permission from the tower.

A short review of A.I.M. 4-3-18, "Taxiing," is in order at this point. Like most FAA stuff, there are two and a half pages of taxi info, but for this discussion, section 5 and 6 are on point. Subpart 6 reads, "In the absence of holding instructions, a clearance to taxi to any point other than an assigned runway is a clearance to cross all runways that intersect the taxi route to that point". Part 5 just adds a bit more about ATC not using the word "cleared." The point is that once you receive a clearance to taxi to your parking spot you can cross all "non-active" runways. Now this is the big point: you may never cross an active runway without a specific clearance to cross or taxi onto that runway.

ATC also expects you to understand the difference between "crossing" and "onto" as it applies to a runway. Crossing means at right angles and Onto means down the runway. This is important as it applies to a non-active runway. Some pilots have misunderstood their clearance and taxied out onto a non-active runway and then strolled down a few thousand feet to an intersecting taxiway. This event was not a runway incursion, but did give the controller cause to review with the offending pilot the above definition!

Runway incursions are a major hot button with the FAA such that all check rides, flight reviews, etc. will now include major time on runway and taxiway rules and regulations. So before your next BFR you might want to bone up on runway safety by reviewing a few of the following web pages:

[www.aopa.org/asf/runway\\_safety](http://www.aopa.org/asf/runway_safety)

[www.aopa.org/asf/publications/sa07.html](http://www.aopa.org/asf/publications/sa07.html)

[www.aopa.org/asf/taxi](http://www.aopa.org/asf/taxi)

Fly Safe!

-- Mike Gustafson

With credit:

Robert Rossier, Sport Pilot

Bruce Landsberg, AOPA Pilot

J. Mac McClellan, AOPA Pilot

# *Pine Mountain Lake ~ Concours d'Elegance*

Saturday, August 31, 2002, 10 :00 a.m. – 5:00 p.m.

at

**Pine Mountain Lake Airport**



Join us for a day of fabulous cars, wonderful food and fun!  
Stay for a great BBQ dinner / dance

at

**THE PINE MOUNTAIN LAKE STABLES**

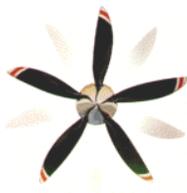
For more information or to request an **entry brochure** phone:

**209-962-1001**



Proceeds from the Pine Mountain Lake Concours d'Elegance  
will benefit **Kittytails**, a feral kitten rescue society  
209-962-1060

## PROP WASH



I kid you not. We had some funny animal doings this May 4th. PMLAA Member **Tom Huey** has two pet goats that LOVE to go flying. One of the little rascals saw the door open on PMLAA member **Linda Monahan's** Maule and leaped in ready to go. Only it didn't get to go anywhere except through the floor!

You see they were working on the plane, the floorboards had been removed, and Little Billie hit where there was only fabric. There he was sitting on the frame with his legs dangling below. And he wouldn't budge.



The other goat, seeing his best friend and buddy settled inside the plane, tried to get in also.

Poor Tom had to push and pull to get his babies out of their predicament. Oh well, kids will be kids.

P.S.: Linda Monahan immediately called PMLAA member **Alan Buchner** in Fresno to ask about getting some fabric to do the repairs. Alan hopped in his plane and arrived in Pine Mountain Lake an hour later where he expertly repaired Linda's pride and joy. What a guy!

✈

Hooray! PMLAA member **Stacy Purifoy** got her private pilot's license on April 24 at Calaveras Airport. Congratulations Stacy. Now she's off to Krassel, Idaho for her helicopter rappelling stint. Krassel is near McCall, Idaho, where Kris and Kristin Cox are moving.

By the way, Stacy's dad Paul has just acquired co-ownership of a Cessna 182.

✈ **Betty Correa**



**Dick Collier to Judy Collier on her way to work:**  
*"Here honey, you forgot your lunch."*

## THE WEEDWHACKER'S LAMENT



I feel compelled to devise a poem  
Of weeds and grasses and when to mow 'em.  
The rainy season's almost over,  
And I am up to my a - knees - in clover.  
There is no day, I avow, that's blacker  
Than each day when I fire up the whacker,  
Trailing behind me lengths of cord  
To begin my attack on the varied greensward.  
"Pennies from Heaven" came from the pen  
Of one who hadn't, again and again,  
Watched as a warm storm delivered rain  
Followed by sunshine designed to maintain  
Continual growth all over my lot,  
Requiring from me another onslaught  
Against Mother Nature. When will it end?  
How many more times must I contend?  
Oh, bring me summer, dry and hot,  
For I'm becoming overwrought!  
Thus I conclude this piteous poem  
About weeds and grasses and when to mow 'em.

**Mary E. Kelly**

---

## Aviation Theme Tablecloths

available from

**Catherine Murphy**

Call 209-962-5833





## Meet the **NEW PMLAA** Members -- Virginia Richmond, Profile Editor

**Teri and Ken Pulvino**  
650-368-7176  
Tgraf@toMarket.net

**T**eri and Ken are planning ahead. They bought a wonderful 81-acre lot in Greeley Hill last year. They plan to build on it next summer with our own Sean Brady as the architect.

Then they will leave their hectic Silicon Valley lives behind and move to the mountains, do some consulting, raise animals and vegetables, and enjoy life! In the meantime, they are frequent visitors of Linda and Mick Hopson and have joined PMLAA.



The Pulvino Ranch in Greeley Hill

Teri is the pilot; she is part owner in a Cherokee 235B and a Cessna 172. She plans to start IFR training soon. Ken is a happy passenger who looks out for other flying objects!

Ken grew up back east, but says he felt at home when he got to the west and our beautiful mountains. Before moving to California, he lived in Colorado and New Mexico.

Currently Ken and Teri are both in the software sales business; he sells eLearning software and she is vice president of sales for a company that makes software for the Palm Pilot and PocketPC. They both work from home, so they arrange lunch dates from their respective offices upstairs and downstairs.

Teri and Ken are also avid travelers. They love to travel internationally and have recently had great vacations in Chile (where Teri used to live) and Italy, where they explored Ken's family roots. In between exotic trips, they'll be making lots of visits to PML and Greeley Hill!

*We can be free! We can learn to fly.* Richard Bach

**Penney and Russ Sharpe**  
209-847-1154  
beech-nut@direcTVnational.com

**P**enney and Russ live in Oakdale, but have many friends in PML, especially among the aviation crowd. Russ has known Rich McGlashen as well as Alan and Connie Bunchner since he was nine, from the OLD Ryan club and the Antique Association in San Jose and some of the first Watsonville Fly-ins back in the early 60's. They fly up at least once a week to visit friends and keep their table at the Corsair warm.

Russ is the Northern California Regional Marketing Manager



for DirectTV. In addition, he manages the company's philanthropic activities through the "DirectTV Helping Heal America" project. Earlier in his career, Russ owned several California Spa stores in Modesto and Tracy.

As his email address indicates, Russ is a "Beech nut" and an antique plane fan. He owns a Beech D18/C45, which he has lovingly restored for the past four years. In addition, he has a 1959 Beech Bonanza Classic, WWI Newport fighter replica and a Citabria Decathalon. He has also owned a 1937 Rearwin Sportster. Continuing the tradition, daughter Makenna (15) is already learning to fly the Citabria.

Recently Russ was in Anchorage for business; he rented a plane and had a wonderful time flying over glaciers and



exploring the backcountry. He's planning a back country flight this next August to Alaska, flying in to the back country for a Fly fishing trip on the Anniak River, way back in.

**SPECIAL OFFER:** Russ has a special offer for his new PMLAA friends – if you don't currently have DirectTV, give him a call and he'll get you a dual installation for the price of one and waive the installation fee. Thanks, Russ!

*Flight is the only truly new sensation that men have achieved in modern history.* James Dickey

## OUR MEXICO FLYING ADVENTURE

by PMLAA Members **Jan and Ron Wren**

We'd heard the warnings: drug traffickers will steal your airplane; you have to bribe everyone; getting in and out is risky. But we threw caution to a favorable tailwind and flew to mainland Mexico, anyway. Guess what? *No problems!*

Our 2,500-mile flying vacation with friends Jim and Marilyn Carter started at dawn on April 13<sup>th</sup> at San Rafael Airport, the old Smith Ranch Airport, in Marin County. By midmorning we were having breakfast in Big Bear Lake and by midday we were at Mexicali International Airport, (pictured at right) assisted in by a resonant voice in the tower that sounded as if he were auditioning for the announcer's job on a Spanish TV "novella." Had an hour with mifracion and aduana (customs) and, after topping off our tanks, we were off for a fast one-hour flight to Guaymas International Airport.



Hermosillo International Airport

Was it safe to leave our airplane at Guaymas for four days? The Mexican insurance people couldn't remember when they'd last handled a theft case. And Jose, who unloaded more baggage than Clyde Cessna would have approved of, said he'd watch, wash and wax N5533S for \$45. What a deal.

Guaymas is Mexico's shrimp capital. After four nights of dining on *mariscos* – con – something, new each meal, we were off to Alamos, a silver mining colonial town founded in 1630. Daniel, the airport manager, lives with his family at the "terminal." My Spanish vocabulary was

about equal to his English, which meant I made liberal use of "cosa" (thing) when I couldn't find the right Spanish word, and he smiled pleasantly and pointed when he couldn't remember his English. Again, *no problemas*.

Our destination was Hacienda de los Santos, a 5-star resort and spa operated by pilot Jim Swickard and his wife Nancy. We were lucky to find rooms at the inn: the day we departed Alamos, 23 airplanes arrived with members of the Aviation Country Club of Southern California.

The return flight took us to Hermosillo, capital of the state of Sonora, for checking our entry to the country; Nogales, Arizona as our airport of entry in the U.S., a direct flight to Q68 for an overnight and wild flower walk, then back to Marin County on April 21<sup>st</sup>.

Would we recommend flying to Mexico? *Seguro!* (Sure). Mexican controllers all speak English. Guaymas with its legendary deep-sea fishing is a comfortable one-day flight from Q68, and Mexican officials, in my experience, are universally polite and helpful. I'd suggest joining Baja Bush Pilots'

organization for excellent insider information on necessary paper work and hints on flying to Mexico. Bring plenty of dollars and pesos because fuel is a cash only business. And plan to fly to avoid the thermals over the Sonoran desert.

Do that and you'll have no *problemas*.

PMLAA members Ron and Jan Wren reside in San Francisco and have had a second home at Pine Mountain Lake for ten years. They are part owners of a Skylane TRG II. Thanks for the story Jan & Ron.

### THE ROTARY CLUB OF GROVELAND

Proudly Presents

#### The Second Annual Wine and Food Festival

Featuring

**Chico Vera's Tribute to the Original Drifters**

AND

**The Fabulous Coasters**

**Saturday, June 8, 2002 at the PML Stables**

**4 PM TO 9 PM – FOUR SHOWS AND DINNER**

**FREE WINE TASTING AND SOUVENIR GLASS**

**RAFFLE PRIZES GALORE**

**CHOICE OF FILET OR SALMON**

All net proceeds stay in the Groveland community.

Admission: \$50

Contact Keith Zenobia at the [PMLAA News](#) and he'll put you in touch with a Rotarian

## CLASSIFIEDS

This is a free service of the PMLAA News. Members are invited to submit ads for aviation-related items and services they wish to buy or sell.

### WANTED

✈ Parts for experimental airplane with 12 volt electrical system which are new or in very good condition. No junk please. Parts needed include a heated pitot tube, wingtip strobes, gascolator suitable for 300hp engine, duplex fuel selector valve, flush mount wing fuel tank filler cap, battery contactor, position lights, eyeball vents, low clearance comm antenna (bent style), marker beacon antenna, transponder antenna, ignition/mag switch, other miscellaneous airplane parts which you think might be useful. Please contact Jim Thomas at 209-962-0910.

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

✈ Need a Continental O-470-L Engine with low or mid-time hours for my Cessna 182 and temporary hangar rental to change engine and prop. Please contact Tom Tingley 209-962-0499

✈ Looking for an external antenna model # 18344 for a Trimble FlightMate Pro GPS. Please call Jim Skala at 209-962-5885

✈ Retired Professor will share fuel costs for scenic flights from PML. Philosophy discussions gratis. Please contact Don Anderson c/o Bill and Norma Anderson at 209-962-0337.

✈ Need a ride to **Oshkosh**? Have room in your plane for passenger(s) going to Oshkosh? Place your ad here.

Pine Mountain Lake Aviation Association

## T-Shirts, Caps & Patches

Contact Rich McGlashan  
209-962-7928



# Happy Fathers Day

## PMLAA



*Congratulations*

*Betty and Don  
Correa*

*on your*

*50<sup>th</sup>*

*Wedding  
Anniversary*

# IN THE NEWS

by Keith Zenobia



The PMLAA is grateful to the volunteers from Ninety-nines (Kelly Grant, Pat Chan, Joyce Wells, Kath Holcombe, Mike McHugh, Mark Baird and Scott Murray) who painted our south taxiway on May 5th. **Thank you Ninety-nines and PMLAA volunteers** Dick Collier, Buck Buchanan, Malcolm Milliron, Sean Brady, Jim Thomas and his dad Teeb, Patty Haley, Wayne Irwin, Mike and Paula Sandling, Bill and Pat Thomas, Bill or Paul Sperry and Mike Gustafson. I apologize if I missed anyone. Please let me know if I did. PMLAA member Sean Brady also created a delicious barbecue at the Collier's hangar while his mom Betty Lou provided her "killer" brownies. They worked hard from 8 a.m. to 6:30 p.m. applying 4 coats of paint equaling 60 gallons. The information is oriented to be read by pilots from the north. Thank you Kent Blankenburg for flying me around the patch to photograph our elegant new taxiway markings.



**Dwaine Carver's gang, The Modesto Thunderbirds, visit Pine Mountain Lake Airport**



Photos: Courtesy of Dotty and Dick Davis

The **Modesto** chapter of the **Horseless Carriage Club of America** visited Pine Mountain Lake Airport on May 5<sup>th</sup> and had a luncheon at The Blankenburg east hangar. 58 of their magnificent vehicles were there including PMLAA members Larry and Nina Jobe's 1911 Hudson, Ric and Gloria Marler's 1914 Buick and Herman and Joke Schaap's 1912 Model T.

# P M L A A



## GENERAL MEETINGS

First Saturday of the month at The Lake Lodge unless otherwise noted

EVENT DATE	SPEAKER	TOPIC
January 5, 2002	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	Author, Bruce Bailey, Lt Col USAF (Ret)	Cold War Spy Flights – The Inside Story
May 4	Medi-Flight's Frank Erdman with helicopter & crew <u>at the Sloan's hangar</u>	Air Ambulance Operations
June 1	The Pilot's Pilot, Clay Lacy <u>Catered dinner at Blankenburg's east hangar</u>	For the Fun of it
July (No Meeting)		
August 3	Guy Watson of Watson Propeller <u>at Dwaine &amp; Rene Carver's hangar</u>	The Best Fighter Plane of WWII or How To Start an Argument
September 7	To be announced	
October 5	To be announced	
November 2	Ken Orloff	Aircraft Accident Investigation – to be announced
December 7	Thanksmas Party	Too Much Fun
January 4, 2003	Captain Al Haynes	The Story of United Flight 232

## PMLAA Board Meetings

7:00 p.m. on the Wednesday following each General Meeting unless otherwise noted

### Upcoming Board Meetings:

Wednesday, June 5, 2002 at Betty and Don Correa's residence  
Wednesday, July 10, 2002 on Nance and Art Deardorff's Boat

## Board of Directors

President:	Keith Zenobia	209-962-4014
Vice-president, Airport Affairs:	Dick Collier	209-962-6400
Vice President, Social Affairs:	Pat Price	209-962-7431
Secretary:	Barbara Coldren	209-962-5168
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## Committee Chairs

Programs:	Keith Zenobia	209-962-4014
Property:	Sean Brady	209-962-0422
Property:	Buck Buchanan	209-962-7262
Property:	Malcolm Milliron	209-962-4508
Property:	Paul Sperry	209-962-4178
Membership:	Jane Hansen	209-962-6515
Roster:	Nance Deardorff	209-962-0706

## Newsletter

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Profile Editor:	Virginia Richmond	209-962-6336
Social Editor:	Betty Correa	209-962-5209
Publishing / Layout:	Keith Zenobia	209-962-4014
<b>MERCHANDISE</b>	Rich McGlashan	209-962-7928

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Snail-mail

**PO Box 131  
Groveland, CA 95321**



# Pine Mountain Lake Aviation Association General Meeting

Saturday, June 1, 2002

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

Dinner will be catered by **Banny's of Sonora**  
at

*The Blankenburg East Hangar*

**Guest Speaker: Clay Lacy**

**CLAY LACY**  
*Aviation*

