



Volume 17, Issue 11, November 2002
A Monthly Publication of the Pine Mountain Lake Aviation Association



*Thank you
Veterans*

Veterans Day ★ November 11





THE ORIGINS OF VETERANS DAY

In 1921, an unknown World War I American soldier was buried in Arlington National Cemetery. This site, on a hillside overlooking the Potomac River and the city of Washington, became the focal point of reverence for America's veterans.



Similar ceremonies occurred earlier in England and France, where an unknown soldier was buried in each nation's highest place of honor (in England, Westminster Abbey; in France, the Arc de Triomphe). These memorial gestures all took place on November 11, giving universal recognition to the celebrated ending of World War I fighting at 11 a.m., November 11, 1918 (the 11th hour of the 11th day of the 11th month). The day became known as "**Armistice Day.**"

Armistice Day officially received its name in America in 1926 through a Congressional resolution. It became a national holiday 12 years later by similar Congressional action. If the idealistic hope had been realized that World War I was "the war to end all wars," November 11 might still be called Armistice Day. But only a few years after the holiday was proclaimed, war broke out in Europe. Sixteen and one-half million Americans took part. Four hundred seven thousand of them died in service, more than 292,000 in battle.



Armistice Day Celebration, November 11, 1918

Armistice Day Changed To Honor All Veterans

An answer to the question of how to pay tribute to those who had served in this latest, great war came in a proposal made by Representative Edwin K. Rees of Kansas: change Armistice Day to Veterans Day, and make it an occasion to honor those who have served America in all wars. In 1954, President Eisenhower signed a bill proclaiming November 11 as Veterans Day.

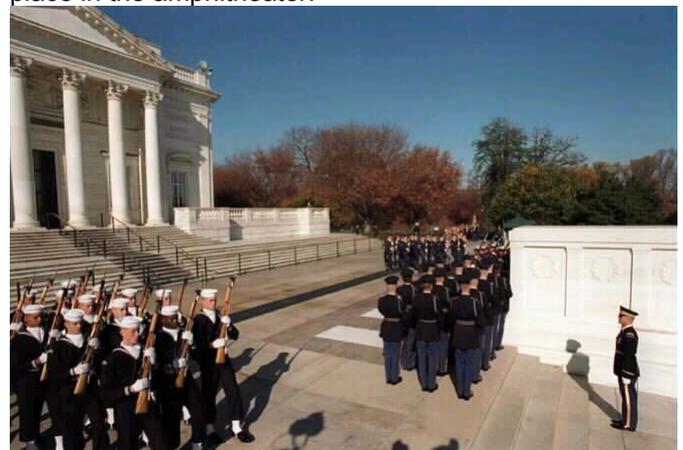
On Memorial Day, 1958, two more unidentified American war dead were brought from overseas and interred in the plaza beside the unknown soldier of World War I. One was killed in World War II, the other in the Korean War. In 1973, a law passed providing interment of an unknown American from the Vietnam War, but none was found for several years. In 1984, an unknown serviceman from that conflict was placed alongside the others. To honor these men, symbolic of all Americans who gave their lives in all wars, an Army honor guard, the 3rd U.S. Infantry (The Old Guard), keeps day and night vigil.



A law passed in 1968 changed the national commemoration of Veterans Day to the fourth Monday in October. It soon became apparent, however, that November 11 was a date of historic significance to many Americans. Therefore, in 1978 Congress returned the observance to its traditional date.

National Ceremonies Held at Arlington

The focal point for official, national ceremonies for Veterans Day continues to be the memorial amphitheater built around the Tomb of the Unknowns. At 11 a.m. on November 11, a combined color guard, representing all military services executes "Present Arms" at the tomb. The nation's tribute to its war dead is symbolized by the laying of a presidential wreath. The bugler plays "taps." The rest of the ceremony takes place in the amphitheater.



The Pine Mountain Lake Aviation Association is forever grateful to our **War Veterans.**



Pine Mountain Lake Aviation Association General Meeting

Saturday, November 2, 2002

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

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

Location: Pine Mountain Lake Lodge

CHARLES CLIFF TATUM II, COLONEL, USAF, RETIRED

AIR FORCE FIGHTER PILOT AT SEA

Colonel Charles Cliff Tatum II was commissioned and entered the Air Force from AFROTC in 1960. He earned a Bachelor of Business Administration degree in Aviation Management from the University of Miami in 1960 and a Masters of Science in Personnel Counseling from Troy State University in Alabama in 1976. He is a graduate of the Program for Management Development, Harvard School of Business and a 1976 graduate of the Air War College.



Colonel Tatum graduated from pilot training at Williams AFB in Arizona in 1961 and was assigned as a fighter interceptor pilot at NAHA AB in Okinawa from 1961 to 1964. He then performed duties as a tactical fighter pilot, tactical flight commander, flight-test flight commander and wing weapons officer at Eglin AFB in Florida from 1965 to 1969.



During the same period, Colonel Tatum flew 118 combat missions over North Vietnam and Laos as a day and night attack and fighter pilot based in Thailand. He

was later assigned exchange duty as a Navy aircraft carrier pilot aboard the USS Enterprise from 1972 to

1975, during which time he flew combat and served in various Navy attack squadron billets.

Top Gun (USAF Fighter Weapons School) pilot Colonel Tatum, the “underachiever,” needed more excitement in his life so he earned his Army parachute jump wings and became an Air Force parachute jumpmaster.

Colonel Tatum has over 16,000 flight hours, 11,000 of which are in jets, 233 combat hours and 152 aircraft carrier landings. His civilian aviation work history includes part 121 airline captain, contract pilot, FAA Designated Pilot Examiner, FAA Aviation Safety Counselor, part 135 charter pilot, part 61/141 CFII, part 142 DC-9, MD-80 and MD-88 aircraft systems, procedures and simulator instructor and check airman. He has type ratings in the Gulfstream IV, DC-9 (MD-80), Convair 240/340/440, Saberliner NA 265 and T-33.



We are indeed fortunate to welcome US Air Force Top Gun Fighter Pilot, US Navy Carrier Aviator, Air Force Parachute Jumpmaster, Vietnam / Laos Combat Veteran, recipient of the Silver Star, Distinguished Flying Cross, Purple Heart and Air Medals, Airline Captain, Airline Instructor, Jet domestic and international Contract Pilot, Charter Pilot, FAA Designated Pilot Examiner, CFII, Check Airman and Aviation Safety Counselor Colonel Charles Cliff Tatum. ✈

PRESIDENT'S CORNER

Ken Brown was very well received as our October Guest Speaker. He presented an insightful perspective into B-26 Marauder medium bomber operations in World War II.



We thank **Conni and Alan Buchner** who provided their wonderful hangar for our October meeting.

Speaking of Conni and Alan, their Ryan Fly-in was a lot of fun. See photos on page 4.

PMLAA OCTOBER ELECTION RESULTS:

Effective January 1, 2003, **Pat Helling** will replace **Barbara Coldren** as Secretary. **Jerry Baker** will assume the position of Vice President of Airport Affairs previously held by **Dick Collier**. Vice President of Social Affairs **Pat Price** and Treasurer **Tom Tingley** will stay on and I will continue as President. Thank you to **Barbara Coldren** and **Dick Collier** for their excellent work in 2002 on behalf of our association. Welcome and thank you Pat and Jerry.

How would you like to support a painless way to generate income for your Pine Mountain Lake Aviation Association? When you dine



at the **Groveland Hotel Restaurant** or confirm a room reservation at the **Groveland Hotel** let them know that you are a PMLAA member and they will donate 5% of your bill to the PMLAA. Many thanks to the proprietors, Peggy and Grover.



Here's another easy way to generate funds for our association while helping the environment. Just call **Betty Lou Brady** at 209-962-0422. She will explain how you can trade your recyclables at the Cal-Sierra Recycling

Center in Sonora for cash, which will go into our PMLAA account. Betty Lou makes a recycling trip each Wednesday and invites PMLAA members to call if they

would like her to take their recyclables. **Thank you so much Betty Lou.**

Speaking of cash, the PMLAA Board of Directors has voted to raise our annual membership dues from \$12 per household to \$20 and the price for new badges from \$6 to \$8 effective now. Those who have prepaid dues at the \$12 amount will not be affected. We hope you view these increases as reasonable.



In an ongoing effort to bring you quality programs, we will soon purchase a digital projector for computer-generated images and video. We will eventually purchase a laser printer for printing *The PMLAA News*. I currently have our newsletter and inserts printed, at no expense to PMLAA, in Los Angeles on high quality laser printers but they will not be available forever.

Please consider volunteering to help our property managers, especially at our November 2nd Thanksgiving party. On that subject, thank you to our good and most modest friend **Jim Thomas** for his tireless assistance at all of our events.

PMLAA member **Frank Menacho** has volunteered to videotape our quest speakers. Thank you, Frank.



Kent and Sandy Blankenburg's 6th Annual It's A Wrap toy drive will happen on Saturday, December 14, 2002, NOT Friday, December 13th as printed in the October edition of the *PMLAA News* and the flyer which had been enclosed. If you use the coupon from last month with the incorrect date, please write in the correct date so Kent and Sandy know that you have the right info. Thank you. Sorry for the confusion.

Just returned from three days at **AOPA (Aircraft Owners and Pilots Association) Expo 2002** in Palm Springs. I'll report on this fantastic event in the December issue. Sorry this one arrived late; the printers have been out of service for several days.

CALLING ALL VETERANS

I would like to borrow photos from your military days for our PMLAA video scrapbook. Please e-mail or snail-mail them to me and include a brief description.

I am sorry to report that **Dr. Ken Orloff** will not be able to address us at our November 2nd meeting. His partner **Joan Evans** is very ill. Please send your cards to Susan Joan Evans, room 306, Kentfield Rehabilitation Hospital, 1125 Sir Francis Drake, Kentfield, CA 94904.

Colonel Charles Cliff Tatum II, USAF, Retired will be our November guest speaker.

Happy Flydays.

✈ Keith Zenobia

Safety Corner

That time of year: "Weather" to go or not?

- by Mike Gustafson, CFII

Living in California can spoil us when it comes to good flying weather. Probably the only better place would be southern Arizona, but there are few lakes down there, so here we are.

As we approach our "mean season," such as it is, there are certain dominate weather patterns that can affect us. First the good news -- we rarely get thunderstorms, and when we do they are not like those in the mid-west and south. Even our thunderstorms are laid back! For us, our main "weather" is warm or cold moist air masses.

Coming to our aid in both VFR and IFR conditions is technology and a better understanding of how weather is generated. The FAA is deploying real-time color radar that can be overlaid on existing display systems so they can give us up-to-date information on rain showers, thunderstorms, and cloud turbulence. In areas where thunderstorms are common, ATC radar systems have long had the ability to display atmospheric activity, but out here the type of radar previously used was poor for weather avoidance. The new systems will be a welcome upgrade.

On the flight deck (yes, even a Cessna 150 has a flight deck) near real time radar displays are available. Some of the systems that can display Nexrad information cost less than \$2,000 and use the ubiquitous color PDA type devices. The display information is either sent from satellites to the aircraft or from a series of cell-type transmitting stations installed across the country. If you want to go all out, the so-called multi-function displays, MFDs, provide larger permanently installed systems that are just wonderful to use.

For the rest of us, we still need to get our weather information from either the FSS or off the Internet. There are many great sites to surf. AOPA, Avweb, DUATs, and the National Weather Service (NWS) all offer excellent sites for up-to-date and forecast weather conditions. The FAA requires that we avail ourselves of weather information with which to make the go, no-go decision. I usually hit a couple of the Internet sites and then call Flight Service for a well-rounded weather briefing.

If you are going to be your own weather briefer and use one of the Internet sites, here are some key charts that will give you an excellent view of weather activity along your route of flight:

- The severe weather outlook chart
- The significant weather prognostic chart
- The stability chart
- The radar summary chart
- The weather depiction chart
- Area forecasts
- Aviation terminal forecasts
- Aviation routine weather reports
- Pilot reports

There are other experimental charts, such as the "Severe Icing" chart on the NWS, that attempt to depict icing conditions, but they must be tempered with other more well known icing forecast reports and pilot reports. The chart that I use a lot is the "Stability Chart." It attempts to show how the air mass is being affected by heat and moisture. In the most extreme case, an unstable warm moist air mass will try to become a



thunderstorm, but in other less violent conditions the stability of the air mass, as shown on the charts, will provide information on turbulence, the icing area and altitude, and whether the current conditions will remain for an hour or 24 hours.

I am sure we all remember the adiabatic lapse rate: "unsaturated air will cool by 3 degrees per 1000 feet and saturated air will cool at 2 degrees per 1000 feet." Unsaturated air is usually more stable, saturated air is more unstable, and cool saturated air becomes stable. That information is important because it lets us know what the air mass is doing, is it lifting a lot, can we anticipate a lot of turbulence, or is it calm/stable and just cloudy?

The Stability Chart, which comes out twice daily, is also called the composite moisture stability chart and is made up of 4 individual charts, which depict stability, precipitable water, freezing level and average relative humidity conditions. Knowing the conditions of the air mass you are considering launching into will also tell you what to expect for visibility and ceiling heights.

Each winter controlled flights into terrain, CFIT, claim many well-intentioned pilots. CFITs are not limited to just VFR flights that stumble into IFR conditions, but also IFR flights that try to "sneak" below minimums on an approach or tangle with thunderstorms or icing conditions. A better understanding of the weather forces involved might provide information for making the all-important "do I continue or not" decision. Going or not going is not always black and white, but having a strong weather plan and a "Flight Plan B," well thought out before launching and then sticking to it, is black and white!

Fly safe!

With credit: Aviation Monthly, NTSB Reports.



Mike Gustafson departing Q68 in his Piper Cherokee



Meet *NEW* PMLAA Members

-- Virginia Richmond, Profile Editor

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

Jan and Bob Hatmaker

209-962-6318, hatmaker@jps.net

Jan and Bob discovered PML when they flew here from their Fresno home in 1976. They fell in love with PML and built a vacation home just behind the marina soon after. They retired and moved here permanently in 1995.



Bob flew a Cessna Cardinal and Cessna 172 for ten years. Now most of their big trips are either overseas or extended visits around the US by motor-home, which has replaced the Cessnas. You also often see Jan and Bob with friends and family cruising on the lake on their patio boat.

Bob is a retired professor who taught social work and psychology for 30 years at Fresno State University. Jan is a retired teacher and psychologist with Fresno Unified Schools and had a private therapy practice.

Jan and Bob have been married for 42 years. Daughter Cindy and Steve Anderson live in Sacramento with Brady (7), Katie (5) and Kyle (1). Son Doug and Susan live in Fresno with Ryan (4) and Carson (1). So they have lots of visiting grandkids.

The Hatmakers are very active in PML organizations, including Rotary and Soroptimist Clubs, Residents Club, Ladies Club, Computer Club, Men's Golf and Garden Club.

Bob is an accomplished wood carver and loves computers and digital photography. Jan enjoys quilting and other sewing projects. Both love reading and listening to audio books – and they are great storytellers too!

Jan and Bob are really enjoying getting together with aviation friends and meeting new people at our association meetings.

Mary Alexander

209-962-5293,
mary@alanjblair.com

Mary learned about Pine Mountain Lake from Tom Tingley, our Treasurer and new member recruiter extraordinaire. She bought her home on Lower Skyridge in July. Like many of us, Mary needed a place to unwind on weekends from a stressful job in San Francisco and found PML to be the perfect solution! And it's working – if she doesn't have a house full of company, she loves to spend a quiet weekend reading and looking at the lake.



Mary is president and owner of the Alan J. Blair recruiting firm in San Francisco, specializing in permanent and temporary administrative and office support staff. During the week she lives in Oakland.

Mary has Commercial Single and Multi-engine land, Instrument, single-engine-sea, and glider ratings. In her "spare" time, she's also working on her CFI rating.



Mary has a not so unique problem of too many planes and not enough time! She owns four planes but is interested in selling two of them. She has a Super Decathlon, a Yak 52, a Giles 202, and a Glasair III, and she's reluctantly considering parting with the last two.

If you'd like further information on the Glasair or the Giles (a carbon-fiber homebuilt, aerobatic plane), give Mary a call at 962-5293 on the weekends or 415-391-5777 during the week.

Karen and Robert Serrett

209-962-5579, rserrett@pacbell.net

Karen and Bob discovered PML four years ago, with help from PML resident Joe Neyneber. They bought a second home on Pine Mountain Drive. It will eventually be their retirement home – although they are still very busy. Bob has always lived and worked around pilots and learned about the aviation club from one of Mary Kelly's articles in the PMLA News.



Bob spent his career in the Air Force as a weather forecaster and retired as a Lt. Colonel in 1986. He says all his best friends were pilots and navigators, because they were crazy in very interesting ways. Do we know anyone like that?

Bob provided weather forecasting for the USAF in France, Vietnam, Kansas, Washington, D.C. and Illinois, where he oversaw the Weather School and served as Commander of the Missile Squadron. He was also Executive Officer to the base commander. In Korea, Bob served with the United Nations Command. He retired from Onizuka Air Force Station at Sunnyvale as overseer of a new satellite-tracking program.

Although "retired," Bob and Karen are still working. He is a mortgage loan agent/broker; a mediator, trainer, group facilitator, and coach; and, does organizational consulting and mediation with groups such as the United States Postal Service, Santa Clara County Probation Department, Project Sentinel (landlord-tenant mediations) and the Office of Human Relations, Santa Clara County.

Karen retired a few years ago from San Jose State University as a professor in the Occupational Therapy Department. She previously taught at Columbia. She also is still busy as a consultant and mediator.

Karen and Bob are now volunteer consulting with the Southside Senior Center, Inc. Board of Directors in Groveland. As member of The Resource Group (TRG), they are working on visioning and strategic planning the next steps in the development of a new senior center for the Groveland area.

Karen has a daughter, Kris; Bob has three sons, Carter, Marc, and Daryl, and, four grandchildren. They also enjoy bridge, running and movies; raising two Whippets and one Ocicat; and, vacationing in Hawaii.

Welcome to the Serretts; we'll know whom to call for weather briefings from now on!

PMLAA CHARTER MEMBER HARRY ALDRICH

Recently I spent a wonderfully relaxing hour with PMLAA charter member Harry Aldrich. He ushered me into his "ham" room where a long table held various pieces of radio equipment, a computer, and all his flying logbooks. Harry has been a "ham" for half a century, and his radio is his window on the world.

Harry is 93, and about ten years ago at a Father's Day Fly-in he took the award for being the oldest active pilot. He no

several aircraft – a Navion, a Piper Tri-pacer, a Cessna 140, a Corben Ace HB (open cockpit, parasol wings). He also had a Funk, which, he remarked, "was not much of an airplane." In his many years of flying he said he had only one really iffy moment: that was when a flat tire on the Ace made his landing pretty interesting. As he rolled off into the grass he called the tower and said he'd be back with a replacement tire.

A source of pride for Harry is that grandson Curtiss is a pilot



longer flies, but stays mighty busy and still drives into Sonora every week for supplies. I asked him all the usual questions: where he was born, what was his work, when did he begin flying, and received fulsome answers.

He was born in Springfield, Ohio, the third in a family of six, and at twenty "ran away from home" because, he said, "I was tired of milking cows." The family had a 320-acre farm and the dairy was its mainstay. Harry toted the milk to the creamery in ten-gallon cans in the back of an early Ford pickup. (But he plowed the fields with horses, as Ford hadn't yet invented a tractor.)

The "run" from home landed Harry in Southern California where he became a contract welder, on call for Richfield, Shell, and Western and Gulf oil companies. There he met Ione, or "Babe" as she was called, and they had two sons, Jim and John, both of whom now live in Tuolumne County. Harry and Babe moved to Groveland in the 1980's, and here Babe died in 1993 after a long illness. He still misses her.

Harry began flying back in the 1960's when he and son Jon bought a Piper P-A 12. Together they bought, in succession,

and is aiming toward co-pilot status in a 767. Some of us remember the days when Curtiss, a Sonora High student, daily flew his Cessna 150 to Columbia, then drove off to classes. Another grandson, Andy, is a spotter for the Forest Service, so gets in a lot of passenger flight time. Andy's father, Jim, though not a pilot, worked for Hughes Aircraft for thirty years and in retirement has chosen fishing at Twin Lakes over aviation.

The hour flew by as we talked and I left reluctantly. Harry is a remarkable gentleman - interesting, independent and admirable. It was good to talk with him and I thank him for a fascinating sixty minutes.

✈ **Mary Kelly**

The Pine Mountain Lake Aviation Association owes its existence to our Charter Members. We will be profiling these pioneers each month in *The PMLAA News*.

PROP WASH

-- by Betty Correa

Marjorie Ward is taxiing for take-off again following her stroke on the day of the 49'er Festival. She momentarily stopped the parade as



they brought in an ambulance to take her to the hospital in Sonora.

We're very relieved that she's doing so well and is back to work writing for the

PML News and the Yosemite Herald.



Dick Collier took his passion for speed from air to



ground by racing his Streamliner to over 220 mph at Bonneville Speed Week in August. He has raced this event about 25 times since 1965. Accompanying Dick were his 3 crewmembers, including our own **Mike Gustafson**. They transported 30 gallons of methanol and 15 gallons of nitro-methane **v e r y** carefully.

Dick and Judy a romantic witnesses to **Richmond** October 13th



Collier flew to Hawaii for holiday where they were the wedding of **Virginia and Mike Gustafson** Sunday, on the Big Island.

CONNI & ALAN BUCHNER'S FUN FILLED RYAN FLY-IN
was held September 20-22, 2002



Jim Thomas Hosted
A Lancair Legacy Fly-in and Workshop
October 19, 2002



I LOVE MY NEW CAR . . . but . . .



From Model "T" to "SUV"
The auto industry's grown
With improvements vast, from first to last,
But I'd like to pick a bone:
(I address with indignation
The absence of standardization.)
For example:

The gear shift has moved from column to floor,
Wiper switch from left to right,
The emergency brake's a hand-held stick
Instead of on the floor out of sight.

To lower the window the key must be on,
(I'm accustomed to cranking it down),
When I try to shift gears, wipers and spray
Make me fear that I'm going to drown.

From filling the tank on the right-hand side
I must now learn to fill on the left.
An orange button instead of a key
Prevents my vehicle's theft.

But I'm learning to love these gadgets new,
And suspect that probably soon
I'll adapt myself to modern techniques
And be singing a different tune.

Mary E. Kelly



Please be alert when driving near the PML airport.



Are those two kids at it again?

Lighten up,
Harriet.
I only took
a sip,

Jane, that's MY
Champagne.
Keep away!

The Dynamic Duo



Congratulations to PMLAA members **Larry and Nina Jobe** who won top honors in the Groveland 49ers Day Parade for the second straight year in their beautifully restored **1911 Hudson**. Below is a photograph from last year's event and on the left, a close-up of their perfectly maintained work of art. This is probably the only 1911 Hudson alive today.



Pine Mountain Lake Aviation Association

T-Shirts, Caps & Patches

Contact Rich McGlashan
209-962-7928



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

FOR SALE

✈ Three VIP aviator tours to China. Visit the Stilwell Museum in Chongqing (Flying Tigers collection) & the China National Aviation Museum in Beijing. Trip includes visits to the Terra-Cotta Warriors and Great Wall plus a 5-day Yangtze River cruise. Departures from SFO and LAX in Nov. Call Rob Reinhardt at 209-852-9884 after 6 pm or leave a message. Email at cabroker@excite.com

✈ 1/4 Share in a 1961 Cessna 172 (N8212X) based at PML Airport. \$6,000. See photo below. Please contact Gordon Norris at 209-962-6743 or via e-mail: pmlpilot@lodelink.com.



✈ Immaculate award winning 1936 Luscombe Phantom. This beauty (pictured below) is the only Phantom flying today. Visit www.WingsWheelsWatercraft.com for more photos and details. Contact Kent Blankenburg at 209-962-4499.



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.



P M L A A



GENERAL MEETINGS

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

<u>Event Date</u>	<u>Speaker</u>	<u>Topic</u>
January 5, 2002	Lieutenant Colonel Rich Perkins, USAF	<i>"Spy Ops", Flying the U-2</i>
February 2	Dr. Carlene Mendieta <u>Catered dinner at Blankenburg's east hangar</u>	<i>Amelia Earhart's "Flight Across America" Reenactment</i>
March 2	CDF Battalion Chief Dan Ward	<i>Aerial Fire Fighting</i>
April 6	Author, Bruce Bailey, Lt Col USAF (Ret)	<i>Cold War Spy Flights – The Inside Story</i>
May 4	Medi-Flight's Frank Erdman with helicopter & crew <u>at the Sloan's hangar</u>	<i>Air Ambulance Operations</i>
June 1	The Pilot's Pilot, Clay Lacy <u>Catered dinner at Blankenburg's east hangar</u>	<i>For the Fun of it</i>
July	No Meeting	
August 3	Guy Watson of Watson Propeller <u>at the Carver's hangar</u> or <i>How To Start an Argument</i>	<i>The Best Fighter Plane of WWII</i>
September 7	Mike Clancy <u>at the Sloan's hangar</u>	<i>The Wonderful World of Whirly Birds</i>
October 5	Author, Kenneth T. Brown <u>at the Buchner's hangar</u>	<i>B-26 Marauder Man</i>
November 2	Colonel Charles Tatum, USAF, Ret.	<i>Air Force Fighter Pilot at Sea</i>
December 7	Thanksmas Party	<i>Too Much Fun</i>
January 4, 2003	Captain Al Haynes <u>Catered dinner at Blankenburg's east hangar</u>	<i>The Story of United Flight 232</i>

PMLAA Board Meetings are held at 7:00 p.m. on the Wednesday following each General Meeting unless otherwise noted.

Next Board Meeting: November 6, 2002 at the home of Pat and Paul Price

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
Treasurer:	Tom Tingley	209-962-0499

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Property:	Malcolm Milliron	209-962-4508
Property:	Paul Sperry	209-962-4178
Membership:	Jane Hansen	209-962-6515
Roster:	Nance Deardorff	209-962-0706

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MERCHANDISE SALES:

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	Ken Codeglia	209-962-6270
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VIDEOGRAPHER:

	Frank Menacho	209-962-4238
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PMLAA

PO Box 131

Groveland, CA 95321



THANKSMAS PARTY



6:00 p.m., Saturday, December 7, 2002

at the

Pine Mountain Lake Lodge

Dinner will be catered by Banny's of Sonora
No-Host Beer and Wine Bar
Bring a wrapped gift costing up to \$15 for the Yankee Swap



Please see the flyer with attached reservation form that accompanied this edition of the *PMLAA News*.

IT'S A WRAP



6th Annual Toy Drive for Needy Children

Bring a toy, game or two. You'll feel good through and through.

6:00 p.m., Saturday, December 14, 2002

at

Kent and Sandy Blankenburg's East Hangar

20810 Elderberry Way, Pine Mountain Lake, Groveland, CA

Dinner will be catered by Banny's of Sonora
No-Host Beer and Wine Bar

Please see the flyer with attached reservation form that accompanied this edition of the *PMLAA News*.