



Volume 18, Issue 4, April 2003
A Monthly Publication of the Pine Mountain Lake Aviation Association

STEVE STAVRAKAKIS

"The Greek Air Force"

Handling High Risk Environments

About our guest speaker for Saturday, April 5, 2003

When people talk about Steve Stavrakakis and his *Wild Thing*, they are probably referring to his Czech-built Zlin Z-50LS. There's never any confusion, though, when the subject turns to his flying ability. Everyone agrees: Steve knows how to handle a Zlin. The gregarious Greek started flying in 1980 in a Citabria and taught himself aerobatics after only 12 hours total flight time. In 1984 he began his association with Czech-built Zlin aerobatic aircraft. Steve obtained his first Zlin, a Model 526F, from the Hungarian Air Ministry in 1984 and began flying airshows professionally as "The Greek Air Force" in 1985. He sharpened his aerobatic skills under the tutelage of the late Bob Herendeen and several Czech national aerobatic champions at the Zlin Air School in Czechoslovakia. From 1989 to 1992, he flew a Cessna 337/O-2B in airshow performances in "A Tribute to the American Vet." In 1993, he unveiled the Norwest Mortgage *Wild Thing*, the first Zlin Z-50LA to be flown professionally in the Western Hemisphere.



Steve's Z-50LA was a former Romanian Aerobatic Team mount he equipped with a 275-hp, parallel-valve version of the Lycoming AEIO-540 engine and a three-blade Hoffman composite prop. The only airplane of its kind on the American airshow circuit, Steve's Z-50LA was dubbed *Wild Thing* by the media. While the name stuck, Steve's happiness with the plane didn't. Ever in search of more power, he began lusting after one of the Czech Moravan Aircraft Works' new LS versions of the Zlin Z-50. Designed specially for "extreme" aerobatics and

powered by a 315-hp, angle-valve AEIO-540-L1 B5D engine, it would give Steve's performance the oomph he wanted. Steve is now flying a Zlin Z50LS. Originally built for a European acrobatic team comprised of former world aerobatic champions, the plane served as a backup aircraft until Steve bought it and transformed it into the all-new *Wild Thing*. Painted a metallic

violet and pearl white with yellow lightning bolts on the wings and fuselage, it's a hard airplane to miss and earned Steve a spot on an MTV sports special.

Steve Stavrakakis' performance is an action-packed routine of gut-wrenching aerobatics complemented by an array of airborne-launched pyrotechnics and topped off with his signature maneuver, a lomcevak with three forward-tumbling somersaults.

**THE PINE MOUNTAIN LAKE
AVIATION ASSOCIATION**

welcomes

**Airshow Performer and Announcer
STEVE STAVRAKAKIS**

as our April 5, 2003 guest speaker
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, your guests and a few more.

Coffee, paper plates & plastic utensils will be available but feel free to bring your own service.

PRESIDENT'S CORNER

Colonel Joe Cotton gave an entertaining and endearing presentation to PMLAA members at our March 1st general meeting. Countless belly laughs and inspirational words of wisdom were the order of the evening, thanks to this modest man of major accomplishments.

We held drawings for airplane rides at our March meeting: one seat in Alan Gaudenti's King Air and one in Jim Thomas'



Supercruiser. Jim, who reported that he has never won anything in his life, drew the winning number for a ride in his own airplane. Congratulations Jim! A second winner was drawn for the Supercruiser ride.

Beginning with this issue of the *PMLAA News*, you will notice a streamlined layout with fewer, smaller photos, and, a reduction from 12 pages to 6. This is necessitated by the high cost of toner. I think you'll still be happy with the content. All of the feature articles remain.

Check out our new and improved website, www.PMLAA.org. The new format includes a searchable table of contents and highlights of feature articles. You'll find items not seen in the printed version of the *PMLAA News*, including a downloadable application / renewal form in pdf format and a Fly-in / Airshow schedule. The site offers the option to view and print past issues dating back to January 2002. If you haven't sent us your e-mail address, please do, so we can keep you updated on PMLAA biz.

PMLAA MEETING TABLE RESERVATIONS

Several tables had been reserved before the 6:00 p.m. start time of our last meeting to the understandable frustration of many. I apologize that this happened. Effective immediately, for meetings held at the Lake Lodge, only the front two tables, including the guest speaker's table, will be reserved. Doors will be opened to the general membership at 5:45 p.m. Any member can claim a table at that time.

APRIL 5TH MEETING MOVED BACK TO LAKE LODGE

At our March 1st meeting, I announced that our April 5th meeting would be held at the Carvers' hangar. Fearing the potential for cold weather, we have decided to keep it at the Lake Lodge. We will take the Carvers up on their generous offer in a warmer month so we can have the option of spreading out on their ramp as well.

POLICY CLARIFICATION REGARDING GUESTS

PMLAA's standing invitation for members to bring guests to our monthly meetings is to introduce them to our association and offer them an opportunity to become members. In some cases, members have been regularly bringing the same guests who have no intention of joining. In fairness to our paying members, please keep this policy in mind when inviting guests to PMLAA monthly meetings. Thank you.

In light of the numerous **July 4th weekend** festivities at PML and elsewhere, we have decided to not to hold a July event.

We now own another 14 beautiful aviation theme tablecloths, thanks to the efforts of **Maryjane Brizard**. Thank you **Dwayne Carver** for donating your videocassette recorder to PMLAA.

Our annual roster of paid-up members is enclosed with this issue. Please let me know of any errors or omissions.

PROPOSED FREQUENCY CHANGE

FOR COLUMBIA AND PINE MOUNTAIN LAKE AIRPORTS

On March 4, 2003, Pine Mountain Lake and Columbia Airports Director, Timothy Deike, issued a NOTICE OF INTENT of the County of Tuolumne to file an Application for Wireless Telecommunications Bureau Service Authorization (UNICOM) modification of the two county owned airports. Mr. Deike reported that, on March 14, 2003, the county intended to file an application to change our UNICOM frequency from 123.05 MHz to 122.975 MHz. The Airport Advisory Committee had recommended the UNICOM frequency change to Mr. Deike's office following their February 24, 2003 meeting. (This committee is composed of 3 representatives of Pine Mountain Lake airport and 3 representatives of Columbia airport).

Mr. Deike also stated that currently, Pine Mountain Lake Airport shares its 123.05 MHz frequency with 10 other airports in the area. Only one other airport in California, San Bernardino County Airport, uses 122.975 MHz.

I received this frequency change memo on March 14th and immediately contacted several individuals, including PMLAA member pilots, our 3 PMLAA Airports Committee representatives: Joe deNunzio (209-962-5551), John Brunk (209-962-6276) and Chairman Dick Collier (209-962-6400), as well as Tuolumne County Airports Director Timothy Deike.

All agree that our current frequency is spread too thin. Opponents of the change believe that, if this new frequency becomes effective, many pilots with older radios will simply fly without radio communication, thus creating a situation more dangerous than the current one. Proponents of the change to 122.975 believe that pilots with older radios should upgrade or purchase hand-held transceivers. They contend that it is illegal to transmit over these older radios.

FACTS: There is no FAA requirement for use of the newer 720- or 760-channel coms. As of January 1, 1997, pilots cannot legally transmit over radios with a frequency stability tolerance of more than 0.003 percent (30 parts per million). Most 90- and 360-channel coms and navcoms are at least 20 years old and were built to a frequency stability standard of 0.005 percent (50 parts per million). Some 360-channel radios can be upgraded to meet the new frequency tolerance specifications. The stability tolerance change was mandated by the Federal Communications Commission in 1984. Because this is an FCC radio rule, the FAA is not responsible for enforcing the measure.

According to the AOPA, during 1994, there were 59,369 360-channel radios in the U.S. general aviation fleet. Many of these radios meet the 0.003 percent requirement, either as built, or with modification kits available from the manufacturer.

As PMLAA's president, it is incumbent upon me to ensure that all PMLAA members have an opportunity to be heard on important matters before decisions are made. Mr. Deike assured me on March 19th that there is still time to express your concerns regarding our frequency. The next Airports Committee meeting will be at 6:30 p.m. on March 24th at the Lorick hangar, 1000 Technology Drive, Columbia airport. Questions and comments can be directed to Timothy Deike (e-mail: TDeike@co.tuolumne.ca.us, phone: 533-5685, mail: Tuolumne County Airports, 10723 Airport Road, Columbia, CA 95310); or, County Supervisor Mark Thornton at 533-5521; or, to any of our three Pine Mountain Lake Airport Committee members (phone numbers above). See www.PMLAA.org for copies of the Airports Committee February Meeting Minutes and March 24th Meeting Agenda. **If you want to be heard on the frequency change issue, now is the time to take action.**

Happy Flydays,

✈ Keith Zenobia

Safety Corner

BEYOND THE ANNUAL

Mike Gustafson, CFII

Recently I discussed what to do if the engine quits at an inopportune time (like there is any good time!). Today we'll address things you can do as part of your pre-flight to minimize the chance of your chariot becoming a lawn dart.

I hope all of you take more than a passing interest in the quality of work done on your airplane during the annual. After it has been returned to you in good health, you must continue to be attentive to its sights, sounds, smells, and vibrations as you bore holes in the sky. 95% of engine failures are due to human intervention or lack thereof. So let's look at some of the not so obvious signs that you should pick up:

Engine oil. We all check the dipstick for proper level, but what about looking around the engine compartment for oil in places it shouldn't be? Any oil leak is a message to find out what part on the engine is thinking about leaving close formation. Keep the engine bay clean and new oil leaks will boldly announce themselves.

Fuel. Gas in the wing tanks is a good thing but streaks under the wing or around the engine bay is a bozo no-no and all flight activity stops until the source is found and fixed. Remember that the exhaust system is more than hot enough to ignite any errant fuel drips.

Tire pressure. Most people do not check tire pressure during the pre-flight. In fact I bet the annual is the only time the tires are pumped up to proper pressure. Remember, as the tire pressure is reduced, take-off roll is lengthened and steering ability drops. Detailed flight manuals that compare tire pressure to balanced field calculations show you that take off roll increases 10-20% just due to low tires. I move my plane by hand and know immediately when the tire pressure is low!

Magneto check. I had a pilot/owner come into the shop for an annual and he was so proud that the mag drop was virtually nothing on both sides. When I looked, both P-leads were broken off and so the mag check wasn't happening. Not only did he have a hot prop at all times, he also had no idea if both mags were working. Look for the mag drop to be at least 50 RPM and no more than 200 RPM.

Spark plugs. As engines age it is common to find the lower plugs fouling during taxi time. Be sure to clear them before take-off but also be sure you understand why they are fouling. It can be due to oil getting past the rings or a too rich fuel mixture.

Alternator output. The charging system in most planes can be a bit of a mystery, but you need to confirm that the battery is being fully charged during flight and what your typical current draw is. Be sensitive to current spiking, as this can be an early indication of a wiring problem. It can also be an indication that the hydraulic power pack is kicking on, indicating a possible leak in the gear retract system.

I have used up my share of toner, so more another time.

Fly safe!

PROP WASH

by Betty Correa



The Jobes and the Sheridans took off for **China** with an entourage of 22. Even the flight attendants are from Pine Mountain Lake. More when they return.

Nance and Art Deardorff had a wonderful time in **Guatemala** visiting Mayan temples and enjoying the magnificent scenery.

BLOOMING



Saintpaulia from eastern Africa -
African violets, we say -
Bloom in the north window,
Each one a lavish bouquet.

Tucked in an alcove of the deck
An azalea braves the cold,
Its pink, white-edged blossoms
Lusciously rich and bold.

Out on the hill the daffodils
Lift golden cups to the sun,
Unprotected from winter's cold,
And I know that spring's begun.

Mary E. Kelly

MILITARY FLIGHT TEAM - 2003 WESTERN US SCHEDULE

BLUE ANGELS

Mar 15	NAF El Centro, CA
Jul 26-27	Arco, ID
Oct. 4-5	Long Beach, CA
Oct. 11-12	San Francisco, CA
Oct. 18-19	MCAS Miramar, CA

CANADIAN SNOWBIRDS

Oct 1	Vandenberg, CA
Oct 4-5	Long Beach, CA
Oct 11-12	San Francisco, CA

THUNDERBIRDS

Mar 15-16	Luke AFB, AZ
Mar 29-30	Davis Monthan, AZ
Sep 11-13	Reno, NV
Oct 18-19	Salinas, CA
Oct 25-16	Edwards AFB, CA
Nov 14-15	Nellis AFB, NV

Meet Fellow PMLAA Members

by Profile Editor **Sydney Avey** and Editor-in-Chief **Mary E. Kelly**

BUCHNER SPECIALTIES ALAN AND CONNI BUCHNER

The shadow of a plane darts across the carpet of a spacious living room atop an even more spacious hangar at the west end of the runway. Conni Buchner spreads peanut butter on a sandwich for six-year-old River, the grandson she and her husband Alan are raising. Alan settles down on the couch to talk about the journey preceding their relocation process from Fresno to PML.

Kent and Sandy Blankenburg met Alan and Conni on the air show circuit and introduced them to PML. The Buchners bought a lot, added a taxiway and Conni moved from Fresno to the Buchner's new airport home in August 2001 so River could attend school in Groveland. Alan continues to operate Buchner Specialties, the airplane maintenance shop he has owned at Chandler Field for over 30 years and the FBO since 1981.

Alan began overhauling airplane engines at his Dad's airport shop in Bakersfield when he was 14. He joined the Army in 1957 and was first in his class in helicopter and aircraft engine school, but found military experience unsatisfying when the Army assigned him to teach recruits how to drive trucks! He left the service in 1960 and worked for Beechcraft and Cessna, maintaining and piloting planes, and then flew a commuter run from Fresno to Sacramento. "I'd make a run in the morning, come back and work on airplanes and make another run in the afternoon," Alan said. When the commuter operation closed, Alan became a corporate pilot for a Fresno rancher, maintaining and piloting his Beechcraft Queen Air. The rancher sold the plane and Alan opened his own business.

Alan holds a pilots license and Instrument, ATP, Instructor, Commercial, Seaplane and Airline Transport ratings. In addition to building and maintaining planes for about 50 customers in Fresno, some who have been with him since the sixties, he helps a few customers at PML restore, rebuild and maintain their planes. And he has a few aircraft of his own on that list. Among them: the 1936 Rearwin Sportster he learned to fly in, a 1942 Ryan PT 22 WW II trainer; a 1946 Culver V he restored; a 1949 Yak 18; and, the bright red 1931 Waco "Model C" (pictured above) that's been Grand Champion at Oshkosh and just about every other air show Alan's entered her in.

"I like old stuff," Alan laughs. He also owns a 1930 Chrysler Airflow, a 1959 Morris Minor "woody wagon," a 1956 Dodge pickup and a 1963 Chrysler station wagon.

Living at PML is another amenity that's high on Alan's list. "We lived in the same house in Fresno for 40 years and hardly knew our neighbors," he said. "Out here at the airport, it's one big family." Conni agrees and points out that the scenery is pretty spectacular too. You'll see her out on the deck potting plants when she's not volunteering in River's classroom or at Ladies Club or Aviation events.



PMLAA CHARTER MEMBER BARBARA COLDREN

One of the enjoyable things about doing these biographical sketches of our PMLAA Charter members is learning what keeps them here "on the hill." So far, the consensus seems to be that it's the very best place to be. Barbara Coldren is no exception to this view. She and Chuck settled into retirement here in 1985 and she does not intend to ever leave this beautiful setting and her many kind friends.

The Coldrens eloped to Reno thirty-one years ago after a whirlwind, three-month courtship. For Barbara it was her first flight in a small aircraft, a Piper Comanche, but certainly not her last. She and Chuck did a lot of flying around the countryside, and by 1974 they were the proud owners of 1951 black-and-white Navion, and members, along with Hugh and Kay Smith and Jack and Lois Gentz, of the Navioneers Society.

Chuck, who became a licensed pilot when he was 17, spent 24 years in the armed services: 14 years in the Marine Corps during the Korean conflict, flying Corsairs off carriers (they called him "the flying sergeant"), then ten years with the Air Force, working on aircraft. Barbara, a San Francisco native, grew up in Nevada where she earned her bachelor-of-science degree in business administration, and worked as an auditor for savings and loan institutions in Nevada and in Palo Alto, "I liked the job," she says. "I stumbled into it, found I was good at it, and met a variety of people in different savings and loan branches." She continues to use her auditing skills as manager of the Mini Storage facility on Elderberry Way. Barbara seems to have a "green thumb," judging by the beautiful cactus blooming in her kitchen. Chuck's death a year and a half ago after a long illness, was a terrible blow but Barbara has dealt with it like a trooper. She stays busy. Besides volunteering at Sonora Community Hospital, she proofreads the PML newspaper and belongs to the local garden club, our aviation association (she has served on the board as secretary) and both the Ladies Club and the Residents Club.



This is one strong lady. It was a privilege to spend an hour talking with her.

✈ **Mary E. Kelly**

Coming next month: notice some Spring cleaning at the office complex by the Corsair Coffee Shop? That's Katherine Newcomb, M.D. fixing up a medical office where she will offer patient services in the Spring. Her husband, Ian Morcott, has a new activity going on as well. Read more in the May issue of the *PMLAA news*.

✈ **Sydney Avey**

✈ **Sydney Avey**



**PINE MOUNTAIN LAKE
AVIATION ASSOCIATION**

T-SHIRTS & PATCHES

Long-sleeve: \$18
Short-sleeve: \$15
Patches: \$3
Decals: \$2

Contact
Rich McGlashan
209-962-7928

PML AIRPORT DAY FOR TENAYA SCHOOL STUDENTS

We are setting up a weekday in mid-May (date to be determined soon) at PML airport to host a Tenaya School sanctioned field trip for 5th, 6th and 7th graders. Groups of 15 to 20 students will attend 20-minute presentations on aviation. Initial thoughts include: aircraft mechanics, theory of flight, aircraft construction, aviation history, and flight planning. Principle Moore thinks it would be grand to have the kids gather for a bag lunch to watch take-off and landings.

I welcome any input and, most importantly, **volunteers** to make this day run smoothly. Please call me at home 209-962-0710 or email randarts@sonnet.com. Thank you.

Rand Siegfried

Happy Easter PMLAA



May your flying dreams come true

C L A S S I F I E D S

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

✈ 24 volt 100 amp alternator for Continental IO-550, 24 volt Weldon boost pump, propeller for Questair Venture. Please call Jim Thomas 209-962-0910.

WANTED

✈ Do you have Audio/Video Equipment such as a VHS videotape player, CD player, 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 PMLAA dollars. Please call Ken at 209-962-6270.

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

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

✈ 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 who might. Contact Joe and Barbara, e-mail: Joe.Wuensche@Hotmail.com, phone: 763-559-0179.

✈ 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.

✈ 2.25" diameter electric attitude indicator. Please contact Jim Thomas 209-962-0910.

**PMLAA WOMEN ATTEND 99s
"FLYING COMPANION" SEMINAR**

by Ron Wren

Ten years ago, when I was 60 and had just become "The World's Oldest Young Pilot," I coerced my wife Jan into attending an all-day 99s' "Right Seat" seminar. "How was it?" I eagerly asked when I picked her up. "At 9 AM I hated it!," she said. "At 10 AM I disliked it. At noon, it was okay. And by 4:30 I found I liked the idea of altitude (sic) flying"---and do you know what to do if you have a problem? You dial 121.5 and yell MAYDAY!"

On February 22, 2003, Jan attended another 99 seminar (without coercion) in Oakland with PMLAAers Dr. Kate Newcomb (right seat to husband Ian Morcutt), Caron Whitacre and Jody Sorkin, who prior to this had received only minimal instructions from her CFI husband Dan: "If I slump down in the seat, press the button on that wheel thing and say, 'This is the widow Sorkin speaking. What do I do now?'"

Under the excellent tutelage of 99s' instructor Joyce Wells, our right seaters learned to plot a course from Oakland to Porterville via Panoche VOR, identify various air space, look out for a 12,900-foot peak to the East, and figure out that the runways at PTV ran 300 and 120 degrees. They learned that Oakland Tower was 118.3 and Porterville could be reached on 122.8. They didn't learn why they might want to fly to Porterville. Instruments were simulated with paper plates with Sharpie numbers and indicators on the back, and the PMLAAers learned that those round things on the "dash board" weren't "funny clocks."

Says internist Newcomb diagnosing the course, "I understand now: the EGT is a thermometer and the manifold pressure is sort of like taking blood pressure."

The next steps will be more hands-on: hands on the yoke, hands on the microphone but hands off the PIC, even if he is your husband.

Dan and I have agreed there's only one serious downside to these "Flying Companion" seminars: our companions may soon discover that, in spite of what we've told them, we really don't know everything, after all.

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	Captain Al Haynes <i>Catered dinner at the Blankenburgs' east hangar</i>	<i>The Story of Flight 232</i>
February 1	Lt. Colonel Stoney Mayock II, USMC, Ret.	<i>Adventures of a Blue Angel</i>
March 1	Test Pilot Colonel Joseph Cotton, USAF, Ret.	<i>Tiger Moths to the Valkyrie Supersonic Bomber</i>
April 5	Steve Stavrakakis / <i>The Greek Air Force</i> <i>At The Pine Mountain Lake Lodge</i>	<i>Managing High Risk Environments</i>
May 3	Army Air Corps Pilot Jim Dumas	<i>P-40 Adventures with <u>The Flying Tigers</u></i>
June 7	Addison Pemberton <i>Catered dinner at the Blankenburgs' east hangar</i>	<i>30 Years of Flying Fun</i> <i>Plus 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>First Flights in the VTOL Pogo</i>
August 2	Test Pilot James "Skeets" Coleman	<i>Survival in the "Hanoi Hilton"</i>
September 6	US Navy Captain Ray Alcorn	<i>The Ploesti Raid</i>
October 4	Captain Robert Goebel, Mustang Ace	<i>The Global Hawk, State-of-the-Art Surveillance</i>
November 1	Bob Ettinger, Edwards Air Force Base	<i>Too Much Fun</i>
December 6	<i>Thanksmas Party</i>	Aircraft Accident Reconstruction
January 3, 2004	Dr. Ken Orloff	

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 April 9, 2003 at the home of Paula, Jerry and Scott Baker.

BOARD OF DIRECTORS

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