



Volume 18, Issue 11, November 2003, A Monthly Publication of the Pine Mountain Lake Aviation Association

COLONEL ROBERT C. ETTINGER, USAF (RETIRED) *THE GLOBAL HAWK, STATE-OF-THE-ART SURVEILLANCE*

ABOUT OUR NOVEMBER 1ST GUEST SPEAKER

Robert C. "Bob" Ettinger will speak on the Global Hawk High Altitude, Long Endurance, Unmanned, Reconnaissance Aircraft (pictured top right) with observations on the dubious position of Chief Test Pilot on an Unmanned Aircraft.

Born May 23, 1936 in Oakland, CA, young Bob made wings with a span of 12 feet from wooden lath sticks and tarpaper. He used these wings to jump off the garage roof and glide (slow fall) to the backyard. Bob also conducted primitive performance tests on the wings using his bicycle. His early tests showed that on an uncambered airfoil, lift is proportional to angle of attack. He later read all the test pilot and flight test books he could find. Scott Crossfield's *Always Another Dawn* about testing the X-15 rocket-powered air-launched space plane is still his favorite.

Bob received a BS degree in Mechanical Engineering and an ROTC commission in the Air Force from UC Berkeley in 1959. While Pilot Training in Texas he flew the T-34, T-37 and the T-33. Bob entered Advanced Air Defense Interceptor Training in the F-102. **During this 3-year, 8-month assignment, Bob survived a night head-on collision at about 1,000 knots closing speed and spent 8 hours in 55° water 100 miles off the eastern shore of Northern Japan.** The bright side: he later got to watch all 8 days of Track and Field events at the 1964 Tokyo Olympics.

After training replacement crews for the F-4 for two years at Elgin AFB, Florida, he joined the 435th Tactical Fighter Squadron and the 8th Tactical Fighter Wing flying the F-4D at Ubon Royal Thai Air Base. He was part of a special six aircrew team trained in the TV guided Walleye glide bomb. These were the first examples of terminally guided bombs that could drop a bridge with a single 1,000-pound bomb. Previously it had required 8 flights of 4 with eight 750-pound bombs each to drop the same bridge. The recent Iraqi War was initially completed in a matter of days using almost exclusively terminally guided GPS bombs. **Bob flew 130 combat missions during the Vietnam War, including 100 over North Vietnam.**

In 1968 he was selected for the Aerospace Research Pilot School (ARPS) at Edwards AFB. To qualify for this assignment, he took the Astronaut Flight Physical made famous by the movie *The Right Stuff*. The decision to subject himself to this week-long physical required serious consideration since it left one in thirty pilots irrevocably grounded by some obscure ailment that never would have been discovered by a normal annual flight physical.

ARPS consisted of a very strenuous 12-month course of aerodynamics and flight test training including atmosphere flight test and space flight. Bob also flew docking training simulators

and zero-g training aircraft. During training he managed to eject from a burning F-104 Starfighter without injury. After surviving two ejections from fighter aircraft, he developed the Ettinger Total Luck Quotient Theory. Ask him about it. It is based on real time, full-scale test results.

Colonel Ettinger was assigned to the 4950th Test Wing at Wright-Patterson AFB, Ohio in 1969. He flew many systems tests in the F-4 and F-100. Bob's most significant flight-testing during this assignment was the development of the Survivable Flight Control System F-4 Fly-by-Wire system. During his four year tour at WPAFB Colonel Ettinger earned a Master's Degree in Aeronautical Engineering from Ohio State University.

In 1974 Colonel Ettinger returned to Edwards AFB as Chief of the F-4 Test Team and later a member of the Lightweight Fighter Joint Test Force flying the YF-16 and YF-17. He then became project pilot for the Fighter Control Configured Vehicle (CCV) program, a YF-16 with vertical canards, which allowed flat turns or turns without banking. This was a research project for the Air Force Flight Dynamics Laboratory. When the F-16 entered full-scale development, he served as the Operations Officer, and Director of the F-16 Combined Test Force, participating in all phases of the F-16 Full Scale Development. Bob was the first USAF pilot to fly F-16A #1 and F-16A #2. In 1979, he was the co-recipient of the Society of Experimental Test Pilots' Iven C. Kincheloe "Test Pilot of the Year" award for the successful completion of the hazardous high angle of attack and departure from controlled flight testing of the fly-by-wire and relaxed stability F-16.

In 1980, Colonel Ettinger returned to Wright-Patterson AFB as the Chief of the Flight Controls Division of the Flight Dynamics Laboratory. He joined the Aeronautical Systems Division as Director of the A-10 Systems Program Office (SPO) in 1981. In 1982, he became the Director of the Fighter/Attack SPO. Colonel Ettinger rejoined the F-16 Program in 1983 as the Deputy Director of the F-16 SPO. He returned to Edwards AFB, CA in 1985 as the Vice Commander of the Air Force Flight Test Center. In this dream job for a test pilot, he had the opportunity to fly every fighter and trainer under test during his tour.

Colonel Ettinger retired from the Air Force in 1987 to become an executive in the aerospace industry. **He is currently the Manager of Flight Test for Northrop Grumman's Global Hawk program at Edwards AFB, CA.**

The Pine Mountain Lake Aviation Association is honored to welcome Colonel Robert Ettinger as our November 1, 2003 guest speaker at the Buchner hangar. Details are on page 9.

PRESIDENT'S CORNER



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aviation enthusiasts in **30 airplanes** as well as several cars and motorcycles attended our **Castle Air Museum Fly-out / Drive-out** on October 18th. 72 enjoyed the warm hospitality of **Colonel Al Osborn** and the wonderful museum staff with a delicious luncheon (49 PMLAA members plus 23 from the International Comanche Society). Former PMLAA guest speaker **Flying Tiger Jim Dumas** was there as well. Another 24 joined us for the museum tour. We were divided into 5 groups, each with its own amazing tour-guide. We only scratched the surface of their awesome war-bird collection. If you missed the trip, I encourage you to visit this incredible tribute to military history. **I propose that we make this an annual event on the 3rd Saturday of October.**

Wayne Handley is a machine. His October 4th & 5th weekend seminar schedule at Pine Mountain Lake Airport was intense, to say the least. It started with a three-hour ground school for about 40 students on Saturday morning, immediately followed by customized half-hour flights with 6 enthusiastic pilots. He then joined about 150 PMLAA members as our guest speaker and stayed to autograph photos of the Oracle Turbo Raven until about 10:30 p.m. The next day, Wayne flew with 12 more eager pilots from 8:30 a.m. to about 6:30 p.m. He then flew home to Greenfield with his lovely wife, Karen. Wayne showed no signs of wear and his attitude was always upbeat, as evidenced by the smile on his face in the photo below (about to depart on his 11th flight on Sunday, with an exuberant Vicky Benzing). Mere mortals would have been exhausted.



For those of you who missed the opportunity to fly with Wayne on October 4th or 5th, see page 8 of this issue for info on how to arrange your customized training program with the master.

Wayne and Karen were so impressed with our aviation community that they are considering settling in Pine Mountain Lake. How lucky for us if they do.

CLEAR LAKE SPLASH-IN



*Thanks Terry Campbell & Donna dal Porto of Norcal Aviation
For A Fantastic Fun-filled Weekend*

THANK YOU KAY AND HUGH SMITH for your donation of a videocassette recorder to PMLAA. We appreciate it.

FAA GPS SEMINAR AT PINE MOUNTAIN LAKE AIRPORT



FAA Safety Program Manager Jim Henry, from the Fresno FSDO, will conduct a 2-hour seminar entitled Global Positioning Systems Update & GPS Use in the Mountains. Mr. Henry will present a PowerPoint presentation of the GPS Rwy 27 Approach to Q68. Please consider

attending this free seminar on Saturday, November 1st, preceding our regular meeting. This program for VFR and IFR pilots satisfies the Wings Program requirements for ground school. Please inform Patricia Helling if you plan to attend, so we can prepare. Details are on page 6. **Thank you PMLAA member Guy Russell** for spearheading this important event.

A PMLAA Application / Renewal / Update form is enclosed with this issue. It is always available on our website, www.pmlaa.org, in pdf format. 2004 dues are due by January 1st. Please use the form only if you wish to make changes to your information on our annual roster. Otherwise, just mail in your check (with "Dues" written on it) to PMLAA, P.O. Box 131, Groveland, CA 95321.

PMLAA ELECTION RESULTS 2004 BOARD OF OFFICERS

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PMLAA THANKS YOU FOR YOUR SERVICE

Happy Flydays.

Safety Corner

The Master Aviator!

-- Mike Gustafson, CFII

I cannot take credit for this title, and no, it has nothing to do with me. Keith gave that title to Wayne Handley during his introduction at Wayne's flying seminar on Oct. 4th. Wayne spoke to about 40 pilots on situational awareness; or, if you are going to crash, how to fly the airplane to best survive it.

Knowing your airplane beyond just flying it straight and level from point A to point B was Wayne's focus. He urges pilots to get familiar with how it performs at the corners of the envelope and at different density altitudes. For example, suppose you are high over the mountains, the engine quits and the only place to set it down is too small for a complete rollout. How the altitude and temperature affect the performance of the plane may well determine whether you overshoot the field or land short. So from time to time, go out in your plane and practice slow flight, stalls, etc. at different altitudes so you and the plane can see what works best. During an actual emergency is not the time to try to figure things out.

Wayne recommends that all emergency landings include arriving at the field over the numbers and at a 90-degree angle to the intended landing spot. He calls this the 270-

degree approach. The idea is that from this position you are able to determine how far out to extend to lose altitude, how much flaps to extend if necessary, and, you never lose sight of the runway. He also suggests having the plane trimmed out to best angle of glide speed and to cross the 270-degree point at 1,000 to 1,500 feet AGL.

Describing an actual accident, he pointed out that if the aircraft is not going to slow down in time, and the aircraft structure can handle it, that you consider standing on the brakes and pushing the stick forward, intentionally flipping the plane over. This lets the tail absorb some of the impact and uses the seat backs to cushion the occupants. Another interesting point he made was how often pilots seem to give up just before impact; he encourages us to fly the plane all the way through the crash. Bob Hoover once said, 'if you are going to crash, fly the plane until it crashes, and then continuing flying the biggest part.'

After the meeting, we went flying in his awesome Extra 300. While I have done a lot of aerobatics in low-cost underpowered airplanes, the "300" makes them all seem like bad dreams. The roll rate was so fast that it caused my head to bang against the canopy the first time I did an aileron roll. The vertical penetration was like a rocket ship on the hammerheads and loops. And I don't even want to know what they would give me for my Cherokee for trade-in on the Extra 300!

All and all, I think Keith had it right: Wayne Handley is a Master Aviator. It was a joy to fly with him.

Fly safe!

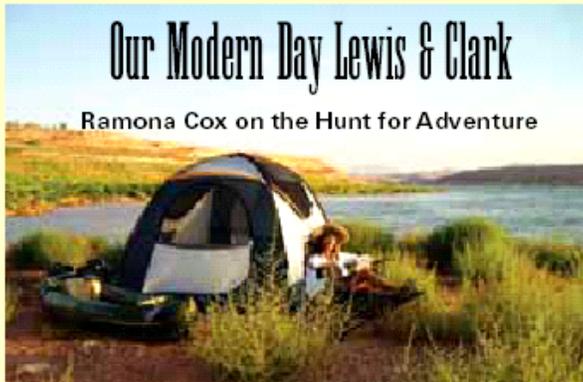
Veteran's Day ★ November 11



PMLAA HONORS  THOSE WHO SERVED



PMLAA MEMBER
RAMONA COX
WRITES FOR
FLYING ADVENTURES



Laptop and satellite phone for the ultimate wilderness office

You remember Skychick. Ramona Cox (Fall 2002) is an aviator/skier/rock-climber/diver, a boogie-boarder/belly dancer/formation flier and, oh yeah, underwater videographer. Ramona is, all told, an adventurer. A Lewis & Clark kind of gal. In fact, the trek West that intrigued two of America's greatest early explorers today finds Ramona inspired – and hot on their trail. In her Cessna 206 with the big red lips-in-a-kiss painted on its nose, "Skychick" is flying into the land of Indians and wilderness; Idaho, Montana – for the California pilot the Great Unknown – and the journey of daring and courage that Lewis & Clark undertook two hundred years ago is as we speak drawing Ramona to its modern-day promise: one heck of a great adventure.

Will she confront bear? Peacemake with Indians? Will she ford rivers, portage around falls, and once in the wild, we will be eager to know, will she survive a lack of serviceable restaurants? Will she need a Sacagawea to show her the way back home?

Join us in upcoming issues as we follow Ramona into the land of Lewis & Clark. As we receive her dispatches we will share them here. Already, Skychick has checked-in:

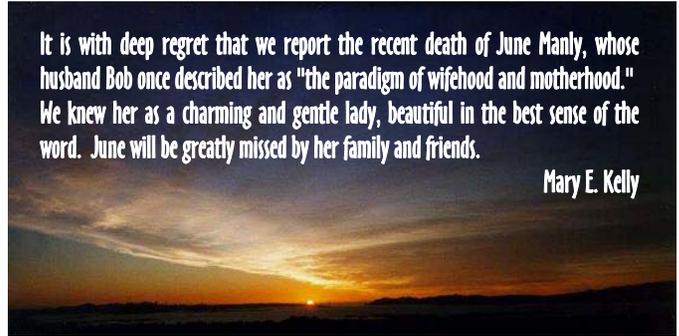
"I am in Bullfrog, Utah," she reports, "camping on a remote shore of Lake Powell." Not quite in Lewis & Clark country yet, but it's a start. "After carrying my gear from my plane WAY around an inlet (through deep sand, mud, and sticker bushes), I decided it was easier and faster to swim directly to my site. So I put my things in a dry bag and that's what I do. It's 104 degrees during the day so to eat I place a can of soup on the ground and wait 30 minutes until it's hot enough. And I love my fish finder!!! I take the kayak (which I've had to patch after an encounter with a sticker bush) out in the morning and it's so much fun looking at the fish finder and actually seeing fish below, which MAY or may not hit my bait. But it sure beats casting the line blindly and wondering, Are there really fish down there?"

"Went wake boarding today with a bunch of kids who were fascinated with my having flown in. Anyway," she signs-off, breathlessly, "I'm on my way!"

Godspeed, Skychick. Until next time, beware of bear and remember: the Indians, er, the *Native Americans*, are friendly.

It is with deep regret that we report the recent death of June Manly, whose husband Bob once described her as "the paradigm of wifehood and motherhood." We knew her as a charming and gentle lady, beautiful in the best sense of the word. June will be greatly missed by her family and friends.

Mary E. Kelly



NOVEMBER

Feathered with clouds and swirling birds
 Coursing through crisp air
 November sky's blue canopy
 No longer dulled by smoke
 From a raging wilderness
 Reaches purely, clearly, over foothills.
 Sunrise and sunset paint the firmament
 In swaths of crimson, orange, gold.
 Silhouetted oaks and pines cast shadows
 Foretelling shorter days, longer nights
 And the change of seasons as
 Summer's hot bombast yields
 To the serenity of autumn.

Mary E. Kelly



CONGRATULATIONS
CLAY LACY

Recipient of the
Aero Club
of Northern California's
CRYSTAL EAGLE AWARD

INTERVIEW WITH OUR NEW AIRPORTS DIRECTOR JIM THOMAS

by Keith Zenobia

PMLAA member Jim Thomas assumed the role of Tuolumne County Airports Director on September 15, 2003. I asked our new Director (pictured here) to answer some questions and share his concerns and ideas for Pine Mountain Lake Airport.



KZ: Why did you decide to apply for this position? Have you lost your mind? (Just kidding).

JT: This is probably the most asked question of all. The simple answer is that I needed to go back to work to maintain my lifestyle because the stock market has not performed as well as we all would like. When the Airports Director position became available, I felt it would be a job I would enjoy and one that would allow me to positively influence the future of aviation in our county.

KZ: How often will you hold office hours at PML Airport?

JT: I am currently spending Thursday afternoons at Pine Mountain Lake Airport. This provides the local PML pilots and residents an opportunity to visit and discuss airport issues without having to go to my main office at Columbia Airport.

KZ: Many PMLAA members are frustrated that most meetings related to airport affairs are held at Columbia Airport. Will you ask the Airports Land Use Commission and the Airports Committee to hold more meetings in Groveland?

JT: There is one Tuolumne County committee and one commission, each having the word "Airport" in their title, and we need to be clear on their individual purpose and responsibilities. The Airport Land Use Commission (ALUC) is a part of Tuolumne County's Community Development Department, headed by Bev Shane. Their job is to do land use planning in the County and they address land issues outside the airport property. The Airports Committee, on the other hand, works directly for the Board of Supervisors. Their job is to study problems and issues within the airport property and to advise the Airports Director and the Board of Supervisors. I feel it is important for both the ALUC and the Airports Committee to adjust their meeting locations to allow the greatest participation by the affected public. I will work with both the ALUC and the Airports Committee and recommend the best location for each meeting, as I see appropriate.

KZ: Regarding the issue of deer crossing our runway and taxiways: I have been told that deer stay within a one-mile territory their whole lives. If this is true, do you think it might be feasible to tranquilize and transport the majority of the deer near our runway to another area, for their safety and ours? Will you consider asking the Board of Supervisors and the Department of Fish and Game for the resources to implement such a plan? If not, do you have an alternate plan?

JT: I strongly feel that the deer are a Pine Mountain Lake wide issue, not just a local airport issue. My background in

wildlife management comes from subsistence hunting and fishing in Alaska for 25 years where caribou migrate hundreds of miles, so I can't speak to the one-mile theory. I do believe that the solution to the deer problem needs to be two pronged; first to reduce the population and second to stabilize it at an acceptable size. Capturing and relocating the deer out of our area is a great idea. As I said, I believe the deer problem is a PML area issue and, as Airports Director, would fully support a community request to the County and the State for funding and implementing a plan to reduce and then control the deer population in Pine Mountain Lake.

KZ: What are your thoughts on the construction of more hangars at Pine Mountain Lake Airport?

JT: I strongly believe we need more hangars at both PML and Columbia airports and the Airports Committee is currently discussing the issue. I would like to see a combination of rectangular and some T-hangars built. These can either be built by the County or by private enterprise.

KZ: Would you consider seeking funds to construct a vehicle and pedestrian access road that would cross just west of the approach to runway 9?

JT: This is by far the busiest crossing location of the runway and creating a separate road so pedestrians and vehicles can cross without going on the runway is a very good idea. Yes, I will certainly support this effort and seek funding for such a project.

KZ: Do you think you might be able to arrange for a rental car company to provide vehicles to visitors at PML Airport?

JT: Enterprise Rental Cars works with Bald Eagle Aviation at Columbia. They may be interested in working with the Corsair Restaurant to set up a similar agreement. Offering rental car service at PML would be a business decision any rental car company would have to make.

KZ: As you know, AWOS III (Automatic Weather Observing System) provides Wind Speed, Wind Gust, Wind Direction, Variable Wind Direction, Temperature, Dew Point, Altimeter Setting, Density Altitude, Visibility, Variable Visibility, Sky Condition, Cloud Height and Type. I know you agree that AWOS significantly increases safety. Will you pursue funding for the implementation of an AWOS III at Pine Mountain Lake Airport?

JT: Absolutely. I have discussed AWOS for Q68 with our airport consultant, Stantec. This goal is a top 2004 priority.

KZ: Realizing that you will need some time to study the numerous airport issues, do you have any other goals to share at this time?

JT: This might be a subject of a future interview because, as you stated, there are numerous PML airport issues out there. Briefly, my top 3 priorities are: establishing acceptable guidelines for using PML airport for exercise, access and enjoyment by our local residents, building more hangars, and, developing a Master Plan for the airport. The FAA will not appropriate funds in most cases for Pine Mountain Lake Airport until we construct an Airport

Airports Director Jim Thomas is available by phone: 209-533-5685, fax: 209-533-5657, e-mail: jthomas@co.tuolumne.ca.us, or snail-mail: Tuolumne County Airports, 10723 Airport Road, Columbia, CA 95310. He welcomes your input.

Master Plan.

PMLAA'S FIRST PRESIDENT, JOHN WILBUR

by Mary E. Kelly

This report on Charter Member John Wilbur must begin with an apology, I'm afraid. We were so involved in discussing his background, career, and inventions that we had little time to talk about his gentle wife Barbara or his son Jeff. The time whipped by and they had to leave for the Bay Area, so you'll read only part of the story, which in itself is mighty interesting.

Presently, Captain John is a pilot for Hewlett-Packard, flying a De Havilland Twin Otter prop-jet between San Jose and Lincoln two to four times a day, a job he enjoys. He was hired about two-and-a-half years ago and was sent to Toronto for two weeks of simulator training. His respect for the Otter is evident as he describes some of its capability. For example, it is the only plane to have landed right at the South Pole on a rescue mission, although other aircraft have landed elsewhere on that icy continent. The Otter, with its STOL ability, John says, is an airplane capable of worldwide use. Here's another example: The Otter shuttle from Katmandu to Lukla airport, which has a 1600-foot grass strip at over 9000 msl, is no trouble for this bird, with 40-degree flaps setting and a slow approach speed. Very handy for bringing in Mt. Everest climbers! John says NASA has recently used the Otter, which was designed in the 1960's, to take air samples at various locations in California.

John, who was born in Utica, NY, went to San Francisco as a child and eventually lived in Sunnyvale where he graduated in 1965 from Cupertino High. He began flying in 1968 and graduated from San Jose State University with a degree in electrical engineering in 1973. Over the years, he has had several aircraft, beginning with a Cessna 150 in 1981, moving on to a 210; then came the Mooney, the Aero Commander he almost bought, and finally a twin Piper Apache. He has his ATP rating in the Cessna Citation.

John started his own coin-operated video game design company in 1974. He designed the first such game that played pool and billiards. As an electrical engineer, he became skilled in developing circuitry for the early Apple computers. John designed the first plug-in prototype word processing video card for the Apple computer, which effectively boosted declining sales for the Apple II. As an independent designer, he holds a U.S. patent for an 80-column card. The royalties from this allowed him to become semi-retired. In the mid-1980's, he set up manufacturing in Singapore for the first universal learning remote controller for Steve Wozniak's company, CL9.

"Every five or six years I pick a project to work on and develop," John said. One ingenious project was a computer cooler. He used a small refrigerator fan (cost, \$1) to make a computer cooler that sold for \$30, ten percent of the gross going to...John, of course! And, when SRD Labs in Campbell wanted a Loran to connect to the autopilot, John had the solution: the first multi-processor Loran.

During one of their flying jaunts over the foothills in the early 1970's, Barbara and John happened to over-fly what looked like the beginnings of a small airport. The first layer of tarmac was down, so they landed. The strip wasn't on the charts yet, but they had found Pine Mountain Lake! In 1985 they returned, rented a house near the end of the runway (once called the Grove house, now Lynn Barber's place) and began building their house on Nob Hill. While John was building, he commuted between PML and San Jose, where Barbara and their son Jeff (now 23) spent the school years. They would join him on weekends and all summer, so the airport folk watched Jeff grow from a 5-year-old to a teenager. Jeff graduated from Yale University in 2002 with a degree in Chemical Engineering and is now in his second year of the Ph.D. program at U. C. Berkeley.



John, a do-it-yourself-man, was chief carpenter in the house-building department, and at one point, his muscles balked at raising a wall. With help from his fellow pilots, it didn't take long to get the wall vertical. From this comradely effort in 1986 came the forerunner of the Pine Mountain Lake Aviation Association.

The pilots had been meeting here and there for coffee and airplane talk for some time. The actual organization of PMLAA occurred when John learned that any organized group in PML with at least twelve members could meet at the Lake Lodge, no fee required. (As the group had grown, they had begun gathering in one another's hangars.) So, he got the pilots organized, complete with by-laws but no dues, and soon they were meeting at the lodge for doughnuts and coffee. Contributions to the coffee fund accumulated to a tidy sum, and participation at a 49ers Day event (they held a raffle for an airplane ride) added more. This led to a bank account and, ultimately, a newsletter with Kathy Loudon as the first editor.

Over the years, there have been changes, of course. New ideas, new focuses, dues, increased membership, sophisticated audio and video equipment, full-color newsletter, etc. John Wilbur's little flying club has become one of the biggest and best around. He has reason to be proud.



FAA Safety Program Manager Jim Henry

Presents

**GLOBAL POSITIONING SYSTEMS UPDATE
& GPS USE IN THE MOUNTAINS**

**A Free Seminar Open to All VFR and IFR Pilots
Applicable to the Wings Program**

Saturday, November 1, 2003, 3:30 – 5:30 p.m.
(preceding PMLAA's General Meeting)

at

The Buchner Hangar

20885 Hemlock St, Southeast Corner of Woodside Way

Do you have a GPS receiver in your aircraft and plan to use it for mountain airports? Then attend this seminar to discover the challenges you may encounter. This year two fearless FAA Aviation Inspectors flew the company King Air C-90 to Pine Mountain Lake (Q68), made the GPS Rwy 27 Approach and filmed the entire event.

These two intrepid aviators flew the approach on two different days, one in scattered to broken conditions with marginal visibility and another on a clear and sunny day.

Using extensive computer enhancement capabilities including PowerPoint, you will see the approach's progression and the associated obstacle hazards.

This seminar is free but reservations are requested so that we can prepare. Please inform PMLAA Secretary Patricia Helling by Thursday, October 30 (209-962-7597) or (mail@pmlaa.org) if you plan to attend. Thank you.

Coordinated by PMLAA & EAA Chapter 1337

Special Thanks to the Buchners, Guy Russell & Jim Thomas

"AND THE WINNER IS...."

by Mary E. Kelly

MARLIES and PHIL EMIG

At the June meeting **Marlies Emig's** winning of the Amphicar ride, courtesy of Keith Zenobia, was a real thrill. "It was wonderful!" she enthused. "A marvelous sensation!" A special aspect was that the Amphicar was conceived and built in her native country, Germany, aimed for the American public. Unfortunately, the designer/builder guessed wrong so production lasted only a few years. But luckily there are some still around, one of them belonging to the Zenobias. Keith, Marlies and Phil cruised our lake from one end to the other and the Emigs loved every moment.

How did Marlies, a native of Leipzig, and Phil get together? And how is it that Phil, a native of the USA, often chats with his wife in fluent German, though she speaks excellent English with only a trace of accent? It turns out that he has a gift for languages, picking up accents and intonation with ease; she improved her English after leaving Leipzig when she worked as a "nanny" for an American couple stationed in Germany.

Determined to receive the university education denied her in East Germany, Marlies one day boarded a train from Leipzig to East Berlin and made her way to West Berlin (the American sector) and a refugee camp, where she lived for several days. As grim as life was, she had an advantage: a good education and a one-year course in teaching, and she had taught school for a few years. Shortly thereafter in southern Germany, a psychiatrist stationed with U.S. troops and his artist wife needed a "nanny" for their children. Marlies got the job, friendship flourished and her employers urged her to emigrate to California, even loaning her funds to make it possible.



Her immigration application took several months because of her former home in the East. But it wasn't long before she was in Southern California and employed again, as governess for the wealthy Orbach family. She was determined to repay the psychiatrist's loan and did. Marlies yearned to study meteorology. She enrolled at UCLA as a part-time student (no trouble passing the entrance exams for this lady!), found herself a job in the department and was on her way to her degree and ultimately many years as a software engineer. (She was last employed to lead tours of German speakers all over the U.S.)

Along the way, she met Phillip Emig. He had been stationed in Germany as an Air Force weather officer and was now a math professor, later becoming the head of his department at Northridge. With a degree in meteorology as well, it wasn't long before he and Marlies met. He wanted to learn German and she wanted to learn Italian, so they spent considerable time together...

Phil and Marlies had another area of interest: music. (They introduced me to the J.S. Bach "Coffee" cantata — marvelous!) Their first date was attendance at a Richard Strauss opera, described by both as "terrible." (They couldn't remember the title, it was that bad.)

At last they married, but rather unconventionally. Her parents were still in East Germany and his resided in California. German law only permits a religious ceremony after a civil one, and U.S. law permits only one, either civil or religious. So, they were married by a judge in Los Angeles and had a second wedding at a famous church in Leipzig, thus pleasing both families. That was 40 years ago. They have two daughters: Maya, who lives in Sacramento and is a lawyer with her Doctor of Jurisprudence degree; and, Kirstin, who is a massage therapist.

From the late 1970's on the Emigs had visited relatives at PML. When retirement became an option, they decided this was the place to settle. They built their house in 1998, moved here in 1999 and are mighty happy with their decision, as is everyone who knows them.

RENIE LEAKAKOS and TOM TINGLEY

"It was like being on a roller-coaster," **Renie Leakakos** said of her flight in **Kent Blankenburg's beautiful red-and-white Sea Bee**. "We did splash-and-goes and full stops on Lake Don Pedro and waved to all the people in boats. It was July 5th, so there were a lot of them."

Renie was the lucky winner at the PMLAA June meeting of this first-in-a-lifetime experience. (**Tom Tingley** was lucky, too, because he got to tag along.) Renie's description of the flight was lyrical. "We glided onto the water like a bird, like a pelican, then floated along so smoothly...it was wonderful!" During their flight, they were joined by two PMLAA biplanes, and the three aircraft flew out in formation. It was an unforgettable experience for Renie.



A PML resident for only a year, Renie has found her place among us. She graduated cum laude in 1984 from Loyola Marymount University with a Bachelor of Science degree, majoring in business management and psychology. She has her Juris Doctor from Loyola Law School, graduating in 1988. Renie is a member of the California State Bar and the United States District

Court. Her career has taken her to several cities - Santa Monica, Irvine, Chicago and Los Angeles over a ten-year period - where she has dealt with business, real estate, and civil litigation. She has had extensive experience in litigation, arbitration, mediation and transactional matters. In late 1997, Renie returned to her place of birth, Chicago, to spend time with her family. While there, she worked as a legal recruiter and was directly involved with corporate law departments of Fortune 500 corporations. Returning to California in late 1999, she provided recruiting and legal expertise to attorney and paralegal communities throughout California. Renie has recently opened her law practice in PML, with her focus on real estate and business matters.

Asked why she chose to be a lawyer, Renie said, "I wanted to make a difference, help people."

So where does Tom Tingley come in? It was a set-up that slipped a cog. A friend playing matchmaker had it all worked out, planning to seat them side-by-side at a wedding reception, but Tom and Renie were a step ahead: they met on their own while milling among the guests and needed no help getting acquainted. They saw a lot of each other from then on.

Tom has been flying since he was 19, and is an industrial contractor covering the Western Region, specializing in environmental control. He does a lot of traveling and has been based here at PML for the past three years. Tom began bringing Renie with him on his returns to PML and soon had her sold on the serenity and beauty of our community. Presently she serves our PMLAA board as Legal Counsel. Tom has been our treasurer for the past two years.

And now Renie thinks perhaps she will learn to fly - she has caught the bug. It could be that the attitude of our PML pilots, Tom especially - love of flying - the fun of flying - every trip a delight - has communicated itself to her. Let's hope so!

CLASSIFIEDS and ANNOUNCEMENTS

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

LOST: Prescription sunglasses left at the Buchner hangar.

REMINDER: Please take your dishes and utensils home from the Buchner hangar following our potlucks.

FOR SALE



ψ 1976 Piper Warrior. 3,000 TTSN. Single comm.: TKM 760, Norco VOR, 2 place intercom, Garmin portable GPS 195, Engine compression: mid 70's. \$29,000. Call Roger or Jan Sloan at 209-962-4928.

ψ 1959 C-150 Project: \$6,500. Call Rich McGlashan at 209-962-7928.

ψ CFII Provides Flight Instruction: Private, Instrument, Commercial, Flight Review, IPC & Mountain Checkout. Please call Linda Monahan at 209-962-5181.

ψ Engine for Sale: Continental C-85-12; S/N 26205-6-12. Zero time since overhaul; test run-time only. Includes mags, carb, and cooling baffles. No starter or alternator. Located at Pine Mountain Lake Airport. \$3,000, OBO. Also available: prop spinners, prop extension and wooden prop. Priced to sell. Call Mike Gustafson at 209-962-6336 or 650-854-7412.

WANTED

ψ Do you have Audio/Video Equipment such as a CD 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.

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

ψ Fighter aircraft pilot seat. I'm starting a project to build an aircraft combat flight simulator and would like to locate a pilot's seat. Probably jet aircraft seat but haven't decided yet. Please contact me as I'm looking for ideas. Thanks. Ken Codeglia, 408-447-4080

ψ Help restore my memory – mine, not the computer's. I loaned my aircraft brake bleeder to someone. Was it you? Please call Rich McGlashan, 209-962-7928.

ψ We fell in love with Pine Mountain Lake and are looking for an empty taxiway-lot for later retirement. Give us a call or 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.

THE WRIGHT STUFF CRUISE AND AVIATION TOUR

Celebrating 100 Years of Powered Flight

January 4-11, 2004

8-Day, 7-Night Cruise in the Eastern Caribbean



PRE AND POST TOURS
Pensacola Naval Station
Fantasy of Flight
Piper Aircraft Factory
Kennedy Space Center

Cruising Italian Style on the COSTA MEDITERRANEA, with impeccable service & ambience. In addition to the aviation agenda, enjoy a myriad of activities including gambling, nonstop entertainment, Broadway style shows, dancing, 24-hour room service, sumptuous dining, exotic ports of call and the camaraderie of fellow pilots, aviation buffs and fabulous guests like PMLAA member and Blue Angels Foundation President **Stoney Mayock**, pictured left.



A portion of the proceeds will be donated to **The Blue Angels Foundation, Castle Air Museum** and other aviation education foundations.

From \$499 per person, including special Aviation Package.

Call **800-347-6136** for more information on this fun-filled gathering of aviation enthusiasts.

WAYNE HANDLEY AEROSPORTS, INC.

PO Box 445, Greenfield, CA 93927

Phone: 831-385-5083, Fax: 831-385-6859

wayne@waynehandley.com

AEROBATIC INSTRUCTION

Wayne Handley instills confidence in you with a program tailored to your piloting needs. His vast experience across all aviation fields enables him to customize his basic program to optimize your performance.



You'll leave Metz Airport feeling far more comfortable in your basic flying skills, along with a new level of

confidence in flying to the edge and beyond. Wayne will add new moves to your aerobatic repertoire, take you through every type of spin and make you bulletproof in all conceivable unusual attitudes. He will work on your weaknesses until they become your strengths. But rest assured that above all, you will have FUN. Just ask Randy Barber, pictured upper right in his Extra 300.



PMLAA 2003-4 CALENDAR OF EVENTS AND CONTACT INFORMATION

General Meetings are usually held on the first Saturday of the month beginning at 6 p.m. at The Buchner Hangar (20885 Hemlock Street at the Southeast Corner of Woodside Way, Unit 12 / Lot 4) or other location as announced. Meetings are either potlucks or catered as noted. For potlucks, please bring enough food to accommodate you, your guests and a few more. PMLAA provides a 'no host' bar at most meetings. Coffee, paper plates & plastic utensils will be available, but feel free to bring your own service. Location and schedule are subject to change, so please check the most recent newsletter. Annual membership dues are \$20, payable by January 1st. We welcome your comments, questions and suggestions.

EVENT DATE	SPEAKER / EVENT	TOPIC
January 4, 2003	Captain Al Haynes Catered dinner at the Blankenburg Museum	<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 Stavarakakis / <i>The Greek Air Force</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 Catered dinner at the Blankenburg Museum	<i>30 Years of Flying Fun and Restoring the 1928 Boeing 40-C</i>
July 5	No meeting but great fun on Pine Mountain Lake including the Boat Parade & a Fabulous Fireworks Display	
August 9	Combat Pilot, Captain Chuck Shaheen	<i>F-100 Forward Air Controllers Over North Vietnam</i>
September 6	US Navy Captain Ray Alcorn and Educator DeWayne Gipe	<i>Survival in the "Hanoi Hilton" Americanism – A Short Story</i>
October 4	Aerobatics Champion Wayne Handley	<i>Finding Your Limits and Flying Safely</i>
October 4 & 5	Aviation Master Wayne Handley	Aviation Safety Seminar + One-on-One Flights
November 1	FAA Safety Program Manager Jim Henry 3:30 – 5:30 pm at The Buchner Hangar, 20885 Hemlock St, Southeast Corner of Woodside Way	Free Seminar: <i>GPS Update and Use in the Mountains</i>
November 1	Bob Ettinger, Edwards Air Force Base 6 pm Social Hour with No-host bar, 7 pm Potluck, 8 pm Announcements & Guest Speaker at the Buchner Hangar	<i>The Global Hawk, State-of-the-Art Surveillance</i>
December 6	<i>Thanksmas Party at the Buchner Hangar</i>	<i>Too Much Fun</i>
January 3, 2004	Dr. Ken Orloff	<i>Aircraft Accident Reconstruction</i>
February 7, 2004	Captain Robert Goebel, Mustang Ace	<i>P-51 Adventures</i>
March 6, 2004	Brian Shul "Sled Driver"	<i>Piloting the SR-71 Blackbird and Other Adventures</i>

PMLAA Board Meetings are held at 7:00 p.m. on the Monday following each General Meeting unless otherwise noted.
The next Board Meeting will be November 3, 2003 at the home of Pat and Paul Price.

BOARD OF DIRECTORS

President	Keith Zenobia	209-962-4014
Vice President, Airport Affairs	Jerry Baker	209-962-7916
Vice President, Social Affairs	Pat Price	209-962-7431
Secretary	Pat Helling	209-962-7597
Treasurer	Tom Tingley	209-962-0499

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	Sean Brady	209-962-0422
	Malcolm Milliron	209-962-4508
	Paul Sperry	209-962-4178
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Roster	Nance Deardorff	209-962-0706
Merchandise	Rich McGlashan	209-962-7928
Multimedia Guru #1	Ken Codeglia	209-962-6270
Multimedia Guru #2	Phil Hickerson	209-962-6714
Guest Speaker Programs	Keith Zenobia	209-962-4014
LEGAL COUNSEL	Renie Leakakos	209-962-0499

NEWSLETTER

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The PMLAA News is available in html and pdf format at www.PMLAA.org

Application / Renewal forms

are available
at our monthly meetings,
in pdf format on our website
or
via fax or snail-mail
by calling Keith at 209-962-4014.

Please send your e-mail address to receive PMLAA updates and announcements.

Kent and Sandy Blankenburgs'

IT'S A WRAP



7th 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 13, 2003

at the

Blankenburg Museum

20810 Elderberry Way, Groveland

Catered Buffet Dinner by Nanna's of Sonora

Menu

Tossed Green Salad with Blue Cheese Vinaigrette
Tri-tip with Sautéed Mushrooms
Southern Fried Boneless Chicken Breast
Roasted Red Potatoes
Mixed Mexican Vegetables
Surprise Dessert
Regular and Decaffeinated Coffee and Tea

No Host Beer and Wine Bar

Plus a Visit From Santa

If you are unable to attend, but would like to drop off toys, please call Kent or Sandy at 209-962-4499.

Make your check, for \$25 per person,
payable to and remit to

The Blankenburgs, PO Box 203, Groveland, CA 95321



PMLAA Celebrates



Catered Dinner & Yankee Swap

6:00 p.m., Saturday, December 6, 2003

at the

The Buchner Hangar

Pine Mountain Lake Airport, Corner of Hemlock and Woodside

Catered Buffet Dinner by PML Country Club

Menu

Appetizers:

Vegetable Egg Rolls and Meatballs in Mushroom Sauce
Mixed Green Salad with Ranch or Raspberry Vinaigrette
Dinner Rolls and Butter
Pork Roast in Cream Cognac Sauce
Chicken Piccata
Roasted Red Potatoes
Fresh Seasonal Vegetable
Carrot Cake, Chocolate Cake and Fresh Fruit
Regular and Decaffeinated Coffee and Tea

No Host Beer and Wine Bar

Plus a Visit From Santa

Bring a wrapped gift valued at \$20 or less
for the Yankee Swap.

One gift per person or per couple – your choice.

Make your check, for \$25 per person,
payable to and remit to
PMLAA, PO Box 131, Groveland, CA 95321

Paid reservations will be accepted on a first come, first served basis.