



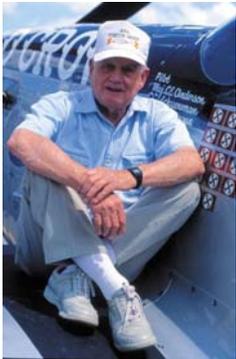
Volume 20, Issue 7, August 2005

A Monthly Publication of the Pine Mountain Lake Aviation Association

Colonel Clarence E. "Bud" Anderson

To Fly and Fight: Memoirs of a Triple Ace

About our August 13, 2005 Guest Speaker



Colonel Clarence E. "Bud" Anderson is a WW II Triple Ace fighter pilot and a veteran military experimental test pilot.

Decorated 26 times, Col Anderson's awards include 2 Legion of Merits, 5 Distinguished Flying Crosses, the Bronze Star, 16 Air Medals, the French Legion of Honor and the French Croix de Guerre, as well as many campaign and service ribbons.

During WW II, he served two combat tours escorting heavy bombers over Europe in the P-51 Mustang. Col.

Wing. Col. Anderson flew bombing strikes against enemy supply lines. When his combat wing was deactivated, he was in charge of closing the first large air base.

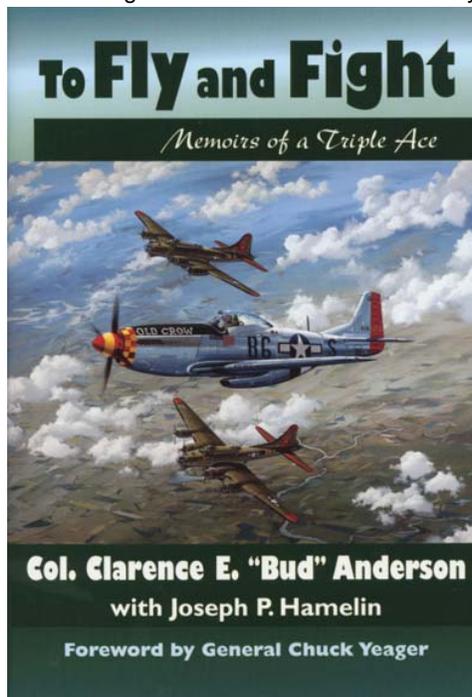
Bud learned to fly at age 19, gaining his private pilot license in 1941 through the Civilian Pilot Training Program while attending college. In January 1942, he entered the US Army Aviation Cadet Program, earning his wings and commission in September 1942.

Born in Oakland, CA, Bud spent his early years on a rural farm near Newcastle, CA. He attended George Washington University. Bud's military education includes the Air Command and Staff College and the Army War College. He is a life member of the American Fighter Aces Association and holds the rank of Fellow in the Society of Experimental Test Pilots.

Anderson flew 116 combat missions (480 hrs) and destroyed 16 and 1/4 enemy aircraft in aerial combat and another one on the ground.

Col. Anderson has an extensive flight testing background spanning a 25 year period. At Wright-Patterson AFB, OH, he was a fighter test pilot and later became Chief of Fighter Operations. Col. Anderson flew many models of the early jet fighters and was involved in two very unusual flight test programs. He made the first flights in a bizarre experimental program to couple jet fighters to the wingtips of a large bomber aircraft for range extension. Later he conducted the initial development flights on the F-84 Parasite fighter, modified to be launched and retrieved from the very large B-36 bomber. At The Air Force Flight Test Center, Edwards AFB, CA, Col. Anderson was the Chief of Flight Test Operations and later Deputy Director of Flight Test. While there, he flew the Century series fighters and all the other types of aircraft in the Air Force inventory. He's flown over 130 different types of aircraft, logging over 7,500 flying hours.

Other assignments in his 30 years of continuous military service include: Commander of an F86 Squadron in post war Korea; Commander of an F-105 Wing on Okinawa; and, two assignments to the Pentagon as an advanced R & D staff planner and as Director of Operational Requirements. He served in Southeast Asia as Commander of the 355th Tactical Fighter



Bud and Ellie celebrated their 60th wedding anniversary in February. They have two children and four grandchildren.

After retirement from the Air Force in 1972, he joined the McDonnell Aircraft Company and served for 12 years at Edwards AFB as Manager of the Company Flight Test Facility.

In 1984, after full retirement, the Andersons moved from Lancaster to Auburn, CA. In 1990, Col. Anderson co-wrote an autobiography titled TO FLY AND FIGHT. Richard Hallion, The Air Force Historian, commented "It is, I think, the finest pilot memoir of WW II, and I have made it mandatory reading for all my historians". General Chuck Yeager describes Bud Anderson as "the best fighter pilot I've ever seen." Autographed copies will be available following Colonel Anderson's presentation to PMLAA.

Bud remains an avid pilot, maintaining his flight instructor rating and flying P-51s. He lectures on his flying experiences, has consulted on computer flying games, participates in written and online

interviews and writes articles for aviation periodicals.

The Pine Mountain Lake Aviation Association is honored to welcome Colonel Clarence E. "Bud" Anderson and his wife, Ellie, at 6:00 p.m. on August 13, 2005 at the Buchner Hangar, 20885 Hemlock Street at Woodside Way, Pine Mountain Lake Airport.

✈ Keith Zenobia

PRESIDENT'S MESSAGE

Finally the weather has settled down and is actually warm; unfortunately we are staring at August and the 92 days of summer are 2/3 over. Hopefully we will have good weather all the way up to October to make up for our wet spring.

So, how many of you made it to Oshkosh this year? It amazes me that there are pilots and airplane owners of many years who have not made the trip back to aviation mecca, now called AirVenture. I didn't make it for the first 20 years of my flying career but once I arrived the first time I realized why I would never miss it again. The simple answer is that it is the Disneyland for the flying set. Walking around the grounds you can just feel the magic in the air, new aircraft, avionics, pilots from all over the world, and of course, the ever present tee-shirts! Actually to be fair, if you have not made trip yet, don't go unless you can reserve that last week in July each year for the rest of your life because you will be hooked.

Our June BBQ was a roaring success, we sold 220 tickets. The club cleared over \$5,700 so we are in the money for the rest of the year. It is my hope that we can start the new year with about \$5,000 in the bank so the new Board won't have to worry about bouncing checks, at least for a while anyway.

Big events like our June barbecue can only be a success because a whole bunch of people lent a hand or even a leg. Thank you to Conni's crew who purchased and prepared all the food. A special thanks to Don Sheridan and his Rotary crew for marinating the meat and then putting flame to it all, they worked long and hard around a very hot grill, and it all came out on time and hot! Thanks Don! Thanks to the audio guys, they actually let Luis solo on the audio board this time. Thanks to the set-up and tear-down crew headed by Paul Sperry, and a special thanks to Paul as he made sure the Margarita Machine never ran out of ice. And last but not least, thank you to all of you who attended, bought raffle tickets, and supported the club.

We're very proud that PMLAA granted two college scholarships this year: \$1500 to Scott Rogers who will be attending Sonoma State, \$1000 to Nick Waggle who will be attending Columbia College. In addition, the Mark Kelly Technology Award of \$100 was awarded to eighth grader Ethan Lincoln.

I want to thank our Scholarship committee, Jerry Baker, Mary Kelly, Joel Avey, and Rand Siegfried for their work on establishing the scholarship criteria, working with the schools, and making the selections. We have budgeted \$100 a month for our scholarship fund so we will be able to offer a couple of grants each year.

Last, please mark your calendars with the new September meeting date, it will be held on Saturday, September 10th.

Enjoy the weather!

Mike Gustafson

SOCIAL NOTES

Welcome back! Note our next two monthly meetings are rescheduled a week later than usual. The August meeting will be Saturday, August 13th, same time and place and will be a potluck. Please bring enough food for 6-8 persons, and we ask that you use our plates.

The September meeting will be September 10th same time and place and we ask that you do the same for that potluck.

The June Barbeque/Wingding was a huge success with over 200 people attending. Thank you to Phil Hickerson for his musical expertise and to our speaker Barry Schiff.

Have you seen the great new Aviation club golf shirts? They are available in red or blue for a very reasonable \$25. Pick yours up at the August 13 meeting.

Conni

Volunteer Needed

PMLAA owns a large barbecue that we used hard in June; now it needs repair. Can someone handy with metal take responsibility for overhauling and repairing it?

Please call Paul Sperry at 962-4178 if you can help.

McKinley Siegfried Solos on her 14th birthday

Micky Siegfried soloed in a glider on her birthday at Air Sailing Glider port in Reno. She did three solo flights in the SGS 2-33. Proud dad Rand flew the tow for her solo flights.





Meet our PMLAA Members -- Catherine Santa Maria

Dick & Lois Rosenbaum
962-0428
dicknlois@jps.net

In 1996 Dick and Lois were driving all over California to find a special Lake where they could build a house. They ended up at Pine Mountain Lake and bought 2 cabins one on Mills and the other on Big Foot Circle. They lived in the cabin on Mills until their cabin on Big Foot Circle was completely remodeled, and what a beautiful home it is. Their home was on the Home Tour in 2000. They have their own dock and a pontoon boat. Dick is a wonderful Captain and Lois is a great hostess. They love to take their friends out on the lake for a tour and lots of fellowship. The Rosenbaums moved to Groveland from Danville. Dick retired in 1987 from Kaiser Aluminum where he was the Controller.

The Rosenbaums have 4 children and 5 grandsons. The grandchildren are all boys, the twins are 13, two are 10, and one is 8. Three of the grandsons live in Danville and two live in Moraga.

In addition to their membership in the PMLAA, they belong to Friends of the Lake (Lois is the co-social chair); Sierra Hikers Book Club, High Rollers Bunco Group and they both have been very involved with the annual 4th of July boat parade. Their names are engraved on the first place trophy twice!! They walked away with 2nd place this year with the fabulous spirit of "1776" airplane theme.



The Rosenbaums on vacation in Germany, 9/04

Dick has been the treasurer of the Groveland Rotary Club for many years, is a Director for The Gathering Place, a member

of the Men's Poker Group, and loves to play Bridge. Dick served in the Korean War with the Army in the Anti Aircraft Battalion.

Lois keeps busy with the PML Ladies Club, PM Garden Club, Birthday clubs and the Pinochle & Bridge groups.

Pine Mountain Lake is lucky to have a couple like the Rosenbaums!!

Jeff & Sally Kerns
532-8174
jkerns@yotitle.com

Hal Cunningham invited Jeff & Sally to a PMLAA meeting with Bob Hoover as speaker. Jeff says that Bob Hoover is a long time hero and he was delighted to hear him speak. The Kerns enjoyed the program and the members of the PMLAA and decided to join. Jeff's Dad has been a pilot for over 40 years and Jeff has been around airplanes all his life.

Jeff was born and raised in the Tuolumne Area, he is 6th generation in the Mother Lode. Each year his large family, including his 2 grandmothers and parents, meets in the Coulterville area. Sally was born in San Francisco. They are celebrating their 20th wedding anniversary. Sally works for Black Oak Casino as a Marketing Associate. They have two children, Casey who is 18 years old and attends Columbia College and Kristie who is 16 years old and is a junior at Summerville High School.

Jeff has been the President of Yosemite Title Co. for 20 years. His father was the President of Yosemite Title for 20 years as well and his grandfather was one of the founding partners (like grandfather like son like grandson)!!

In addition to Jeff's duties at Yosemite Title, he also is on the Governing Board of Sonora Regional Medical Center, President of the Sonora Regional Medical Center Civic Advisory Board, Director for Tuolumne County EDC, Board Member for the Tuolumne Republican Central Committee and a Board Member of the Summerville High School Foundation Board.

The Kerns are very happy to be PMLAA members and we are too!



The Kerns Family

DIRECT FROM THE DIRECTOR

Airport Grass Update

-- Jim Thomas

I have received several calls requesting that the Airports Department cut the grass on airport property out of concern for fire safety. While I understand everyone's concern, unfortunately it is unlikely that the Airports Department will be able to accommodate these requests this year.

The Pine Mountain Lake Airport is approximately 60 acres in size. About one fifth of the airport is paved. This means that there are approximately 48 acres of grass, shrubs and trees that need to be mowed or maintained. My own home lot is a little over a half acre of which maybe a quarter acre requires yard maintenance and I know how much work it is to just maintain it for fire protection.

Last year we obtained the services of the CDF Baseline crew to weed-whack a large portion of the airport. This year I scheduled them back, but as luck would have it, we had a very wet winter and late spring. Not wanting to have to cut the grass twice, I chose to delay the services of the Baseline crew until I thought the growing season was just about done. When we finally got the Baseline Crew out to the airport they were unable to commit to the four working days I had requested. What we got was two days of work with one of those days being split between their required physical training (PT) and work at the airport. Now that fire season is upon us, the Baseline Crew will not be available for several months.

If the airport budget was in better shape, then I could possibly hire a contractor to cut the grass. Hiring laborers to weed-whack it would be prohibitively expensive.

At this time most of the area between the runway and the north side taxiway has not been weed-whacked. Since Baseline cannot help us out, my staff and I have been trying to figure out how to cut this grass. The difficulty is that the area is strewn with rocks making the use of a mower nearly impossible. Also, mowers cannot work on the steep side slope at the north east area of the airport. One option would be to hold a good old fashion work day and invite PMLAA members to bring their weed-whackers and just go at the grass with vengeance. The difficulty with this approach is that we don't know how many volunteers we can get.

I would like to be able to clear all of the airport property, but as explained above, I don't have the financial resources nor the staff to do the work. Therefore, I strongly recommend that everyone clear their own defensible space around their homes and volunteer for airport work days when they are scheduled.

**Next meeting is August 13.
Mark your calendar.**

SAFETY CORNER

On First Solos and Landing Out

-- Linda Monahan, Master CFGI

For the first time since I started Flight Instructing for a living, I did the unthinkable and took two weeks off. Larry and I took the gliders from Air Sailing north of Reno down to Bishop for our club's annual "encampment." We took the gliders apart, loaded them on trailers and drove them down to Bishop where we all got together and helped put each other's wings on our Trusted Steeds.

Rand Siegfried and his family were going to join us for some serious family glider flying. McKinley was soon to be 14 and was about to carry on the family tradition of soloing in a glider on the 14th birthday. The only problem was that a Swiezer 2-33 is a very heavy beast to take apart and put back together twice. A solution was found and the guinea pig was Larry. He and the tow pilot aero-towed the gliders to Bishop with a fuel stop at Minden. I lucked out and only had to drive my truck with a glider in tow down Hwy 395... not piloting a glider on a 200 foot rope behind a bucking tow plane on a hot afternoon on the windy side of the East Sierras!

A great week was had, Rand flying McKinley, Josh and Jacob, getting them ready to solo, Larry and I just flying for fun (novel concept for a flight instructor.) Lots of friendship around the BBQ at night but too soon, we reversed the course and headed back to Air Sailing for the next leg of our glider flying vacation, a Cross Country glider flight to Gerlach and the Black Rock Desert.

There were four gliders on this trip and the weather and wind did not cooperate! I was the first to land out short of Gerlach on a dry lake bed called Sano Siding. Larry landed out at Triangle Dry Lake bed and the third guy landed right next to me. Vern, our mentor, was the only one to make it to Gerlach and went into town to call the tow plane to come and get his fledglings out of their potential over-night spots. We all made it and had a wonderful dinner at Bruno's.

Bright and shinny on the morning of Mckinley's birthday, Larry and I along with her family and grandparents from Chicago, watched her do an awesome three take off and landings to picture perfect stops at Air Sailing, thus continuing the Siegfried family tradition in grand style!!! Way to go McKinley!!!

Happy Flying,

Linda

**September meeting is
September 10
"Community Airport Day"**

FUN AT OUR JUNE BARBECUE



Good food and fellowship



PMLAA Ladies strut their stuff!



Rotarian Barry Scales dominates the barbecue

PLEASE DO NOT OVER-FLY THE LAKE

We have received complaints and we have witnessed pilots overflying the lake. This is against the noise abatement procedure at E45. The airport has a right traffic pattern for runway 27 and a left traffic pattern for runway 9, to keep the traffic away from the lake. Please comply with the established traffic patterns. Acceptable procedures to be used at Nontowered Airports are listed at: <http://www.aopa.org/asf/publications/sa08.pdf>



We want to avoid noise complaints from PML residents so we invite all pilots to not overfly the lake, the golf course and PML in general.

Safety always supersedes noise abatement and the pilot in command always has the final authority (FAR 91.3).

WWW.PMLAA.ORG

News from the web

-- Silvano Gai, webmaster

Lycoming Recalls 2000+ Crankshafts...

Lycoming has just issued a Mandatory Service Bulletin (MSB) 566, which greatly widens the crankshaft recall previously limited to high-horsepower six-cylinder engines (often found in high-stress turbocharged applications). Lycoming lists 1056 engines and 1227 crankshafts by serial number, impacting O-540, IO-540, AEIO-540 and TIO-540 engines rated at 290 hp and lower; IO-540-P, -S, and -AA engines rated between 250 and 290 hp; IO-540 and AEIO-540 engine rated at 300 hp; and counterweighted O-360, IO-360, and TIO-360 engines rated at any horsepower. Also, Lycoming has called out a set of specific serial-number crankshafts that may have been sold as spares since March 1, 1999. MSB 566 is available online at:

<http://www.lycoming.textron.com/support/publications/maintenancePublications/serviceBulletins/SB566.pdf>

EAA AIRVENTURE 2005

As the countdown to EAA AirVenture Oshkosh 2005 winds down to the final days allow us to further whet your aviation appetites with this recap of the exciting events taking place during the World's Greatest Aviation Celebration, July 25-31, at Wittman Regional Airport.

See SpaceShipOne and White Knight Up Close!

The world's first civilian spacecraft, the \$10 million Ansari X Prize winner, is headed for the National Air & Space Museum in Washington, D.C., but first it will land at EAA AirVenture Oshkosh for its first-and-only-public appearance. Ever.



Burt Rutan designs SpaceShipOne and its launch aircraft, White Knight, are scheduled to arrive in grand style on opening day, July 25, at 3 p.m. (Hint: Head to the flightline, because you will not want to miss this!) Mike Melvill has even hinted at making a few low passes upon arrival.

Virgin Atlantic GlobalFlyer

Adventurist and EAA member Steve Fossett broke new ground - again - last March when he soloed in the Virgin Atlantic GlobalFlyer for 67 straight hours, from Salina, Kansas to Salina, Kansas, without stopping or refueling.



Despite some rather uneasy moments, such as when 6,000 pounds of fuel was unaccounted for, or when the GPS went out, Fossett did it.

Total 'Eclipse' on July 27

Over the last five years, EAA AirVenture attendees have had a front-row seat to the development of the Eclipse 500, pioneer in the Very Light Jet movement. Beginning with the initial announcement of the project in 2000, EAAers have seen the project progress from an idea to a mock-up cabin, to completed prototype. They've seen the innovative

technology behind its construction (like friction-stir welding) This year they get to see it actually fly.



Arrive early for the July 27 afternoon air show to see first public flight demonstrations of the Eclipse 500. Headed by EAA member Vern Raburn,

One Day Only: The Debut of the HondaJet

The experimental HondaJet, an advanced, lightweight, compact business jet, promises better fuel efficiency, a larger cabin and higher cruise speed, powered by two Honda HF-118 engines optimally positioned on the upper surface on the wing in a unique configuration that reduces drag at high speeds.



All Together Now: Gracious Glacier Girl

The last time EAA AirVenture attendees saw Glacier Girl was in 1992 when Bob Cardin and his crew displayed a freshly unearthed (or would that be "un-iced"?) collection of Lockheed P-38 parts that were buried under some 300 feet of Greenland for the previous 50 years.



Cardin's restoration team soon began the arduous process of putting the pieces back together along with many re-made aircraft parts, over the next 10 years.

**Congratulations to
PMLAA Scholarship Winners**

Tenaya: Ethan Lincoln

Tioga: Scott Rogers and Nick Waggle

PMLAA Fly-Out

PMLAA is organizing a fly-out to Solvang on September 18! Come join us.

We'll fly from PML to the airport at Santa Ynez. We'll take a pre-arranged van into town where you can have lunch and spend the day shopping or sightseeing. Solvang, meaning sunny fields, was founded in 1911 by a small group of Danish educators wanting to establish a Danish-type folk school in an area where settlers could farm the rich soil. The town grew up near the Santa Ines Mission, founded in 1804. The town was built on land that was originally a Spanish Land Grant.

The area is a charming blend of Spanish, Mexican, Chumash Indian and Danish cultures.

Stay over night if you like, or fly home in the afternoon.

For more information or to sign up, call Mick Hopson at 962-6290.

PML Community Airport Day: September 10

In conjunction with the Columbia EAA Chapter, PMLAA will host Community Airport Day on September 10. There's plenty of opportunity to be involved. We need:

- Airplanes to display
- Hot dog servers
- Spot landing contestants and judges
- Hosts to walk kids around
- Pilots to give rides

To get involved in this fun activity, contact:
Mike – 6336
Rand – 0710
Dick – 6400

Stay tuned for more details and come out to join the fun. This is a great opportunity to introduce the airport and our aviation community to our non-aviation neighbors. We'll be paying special attention to getting local school classes involved.

**Next meeting
is August 13**

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NEWSLETTER

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| Publisher | Silvano Gai | 962-6378 |
| Safety Editor | Linda Monahan | 962-5181 |
| Member Profiles Editor | Catherine Santa Maria | 962-7904 |

Aviation Association meetings are normally held at 6:00pm on the first Saturday of every month at the Buchners' Hangar, 20885 Hemlock on the corner of Woodside Way.



Mark your Calendar

| | | |
|--------------|--|---|
| August 13 | Col. Bud Anderson "To Fly and Fight" | 6:00pm, Buchner Hangar Potluck Dinner |
| September 10 | Community Airport Day | 10:00-2:00pm at the airport 6:00pm, Buchner Hangar Potluck Dinner |
| October 1 | Regular Meeting Speaker to be announced | 6:00pm Buchner Hangar |

Pine Mountain Lake Aviation Association
PO Box 131
Groveland, CA 95321

Next Meeting:
August 13