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Brigadier General Bob Cardenas to Speak on March 2nd!

Where: The McGowan's Hanger at **6:00 PM** March 2nd 2013

Brigadier General Robert L. “Bob” Cardenas was born in Merida, Yucatan, Mexico on March 10th, 1920, and moved to San Diego with his parents at the age of five. During his teenage years, Cardenas built model airplanes and helped local glider pilots with their dope-and-fabric construction, often bumming rides with the pilots in the gliders he helped to repair. A bright student with excellent grades in Mathematics and Physics at high school, Cardenas was selected to attend the San Diego State University.



During 1939 Cardenas began a long and distinguished military career when he joined the California National Guard. In September of 1940, Cardenas entered into aviation cadet training, graduated and received his pilot wings & commission as a second lieutenant during July of 1941. Cardenas was sent to Kelly Field, Texas to become a flight instructor, then onto Twentynine Palms, California to establish the U.S. Army Air Force’s glider training school and followed this by becoming a Flight Test Officer and then Director of Flight Test Unit, Experimental Engineering Laboratory, Wright Field Ohio.

Cardenas’ next assignment was to the 44th Bomb Group and arrived in England on January 4th, 1944. Based at Shipdam, Norfolk, Cardenas flew his first mission on January 21st in B-24H “Southern Comfort”. On March 18th, 1944 (on his twentieth mission) while flying as command pilot aboard B-24J “Sack Artists” the aircraft in which Cardenas was flying was badly damaged by anti-aircraft fire and enemy fighters. The target was the Manzell Air Armaments plant at Freidrichshafen, Germany. The right wing of the aircraft had been badly damaged after a shell had gone through setting both the right engines ablaze. Cardenas had been injured when a piece of flak pierced his helmet causing a head wound, yet still Cardenas pressed home the attack. The pilot, Lt. Lacombe, turned and headed for Switzerland as it was clear to Cardenas and the crew of the B-24 that they would not make it back to base and would have to bail out. After bail out, the aircraft exploded and the remains crashed into Fehralt Dorf, Switzerland. Cardenas landed on the shore of Lake Constance (on the German side) and swam to the Swiss shore of the lakeside.



After contacting the local resistance, Cardenas made his way into France prior to D-day and the French Resistance arranged for Cardenas to get back to England.

Upon his return to the United States, Cardenas was assigned to the Flight Test Division at Wright Field and became a test pilot after graduating from the Flight Performance School. Cardenas flew the Messerschmitt ME-262 and the Arado 234 bomber to test, evaluate and gather data on the captured German jets and tested the Douglas XB-42 Mixmaster and the jet powered version, the XB-43. Major Cardenas was assigned as the chief test pilot of the bomber division and would fly all the new prototypes over the next four years.

In the summer of 1947, Colonel Albert Boyd had selected Capt. Chuck Yeager as pilot, Lt. Bob Hoover as back-up pilot and Capt. Jackie Ridley as Project Engineer. Boyd selected Cardenas as Officer in Charge of the X-1 project at Muroc, California and as pilot of the B-29 launch aircraft. Cardenas was the B-29 pilot on all of Yeager's flights up to and including the first supersonic flight on October 14th, 1947.

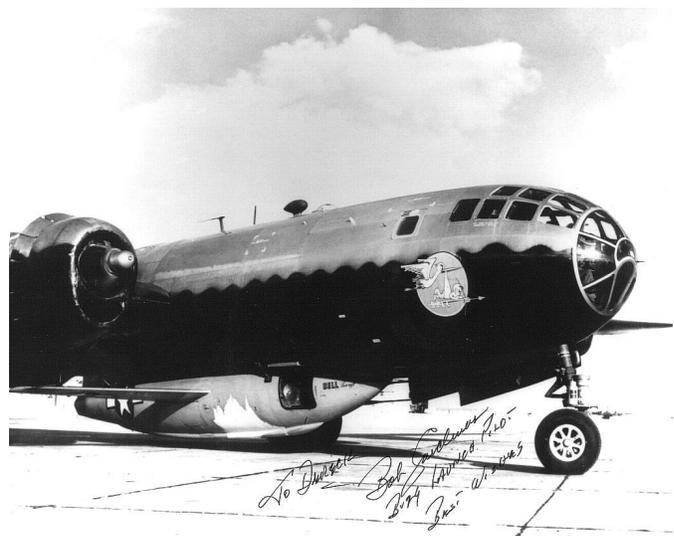
In December of 1947, Cardenas made his first flight in the Northrop YB-49 "flying Wing". Cardenas was designated Principal Project Pilot for the YB-49 test program and flew the evaluation tests from which a decision to purchase the YB-49 would be made. During May of 1948, the phase II performance tests were almost completed when Cardenas was given the opportunity to finish his engineering degree at the University of Southern California (USC). Al Boyd selected Captain Glen Edwards to replace Cardenas as the project pilot while Cardenas completed his engineering degree. Cardenas checked out Edwards in the YB-49 on May 20th and 21st 1948. and afterwards drove to Dayton, Ohio to pick up his sweetheart Gladys and got married. It was June 5th and Cardenas was taking his new bride to meet his parents when he heard on the radio that the Wing had crashed killing Capt. Glen Edwards, Maj. Danny Forbes, 1st Lt. Ed Swindell and civilians Mr. C. Lesser and Mr. C. H. LaFountain. Cardenas school orders had been cancelled by Boyd he was ordered to finish the testing and find out what had caused the crash of the YB-49.

Currently, General Cardenas serves as a member of the San Diego Mayor's Veteran Advisory Board and

as a Director on the Board of the Veterans Memorial Center & Museum (VMC). General Cardenas actively started a "Living history" library at the VMC so the little guys would not be forgotten. In addition, General Cardenas secured 16 computers for the VMC and has established a computer school for veterans to better prepare them for a job and keep them from becoming homeless. General Cardenas has just started a committee that works with the City Public Administrator to provide dignified burial and honors for unclaimed homeless veterans. Toward that end, the VMC is in the process of acquiring Cemetery acreage from civilian cemeteries to be operated as Satellites of Rosecrans National Cemetery, since Rosecrans is full! This will provide approximately 90,000 coffin burial plots within a couple of years whilst a new National Cemetery is created. Last year, there were 340,000 veterans in San Diego County. This year it will be down to 280,000.

As a former Chairman of the Flight test Historical Foundation at Edwards AFB, General Cardenas now serves as a Trustee to the FTHF. The Foundation is the fund raising arm of the AFFTC Museum at Edwards AFB and the SR-71 "Black Bird Air Park" in Palmdale, California.

Secretary Anthony Principi recently appointed General Cardenas to the VA Memorials and Cemetery Committee in Washington. It is a Statutory Advisory Committee that meets in Washington and other locations. General Cardenas currently enjoys life at home with his wife Gladys and their children and grandchildren in San Diego, California.



President's Message

By Eric Henderson

So far, so good; we're off to another exciting year of PMLAA events! We kicked off the year at Lee Behel's place with the amazing Julie Clark as our guest of honor. If you missed her talk, then you missed a truly amazing story of what it takes to follow your dream of aviation and "make it happen" to spite all the odds. Most of us are familiar with the standard financial and access barriers to enter professional aviation. She had all of those, plus the addition of trying to crack the glass ceiling, limiting commercial aviation to the "boys club." It was Julie and 20 others that were the first women to break that barrier. Not only did she break through it, she rocked past most of the boys to become one of the most accomplished aviators in the world. Thank You Julie!



Old Friends Julie Clark and Wayne Handley

I have been a PMLAA member now for 13 years, and I can tell you that it really takes a community to make our little events happen. Karen and Wayne Handley graciously hosted Julie in their home for the weekend, while Lee Behel once again opened his home and hanger to all of us (200 plus). Every new officer and committee member stepped up to provide a smooth transition and learn their jobs, while our tenured committee chairs and volunteers quietly get the job done month to month and year to year. I was lucky enough to have to fly up to Cameron Park myself to get Julie in the old 170, and then fly her home again on Sunday. Both flights with her were just plain fun. She wanted everyone to know just how much she enjoyed seeing some of her old friends and making all the new ones at Pine Mountain Lake. She wants to come back!



Julie Clark signs photos and chats with PMLAA members

With all of the fun, there was also some feedback from the membership. There is always something worth being reminded of. One thing is, we really should consider how much food we bring, and especially when we bring quests. A good rule of thumb is to bring a dish that serves 3-4 for everyone in your party. That way we can ensure those that are last through the food line have something to eat. Another thing to consider is to help out in another area. Maybe try something new. Ask a committee member sometime if there is anything you can help with. Often it is something that might just take an hour or less when done in a small group, but much more of a burden when he or she has to do it alone.

There is a lot more ahead of us this Spring. Next month we will again be better than "The History Channel" when we host a living legend, General Robert Cardenas. Our very own Melissa and Rex Pemberton in April, and Marle Hewett in May will give us their exclusive stories. Make sure you're here on June 1st for NASA astronaut Col. Robert Kimbrough to tell us all about the ST-126 Endeavour mission, 16 days in space on the internal space station, and nearly 13 hours of personally logged space walk time. Wow – wish I had that in my logbook!

Aerobic Adventure

By Beth Stanton

The fact that my entire world now revolves around competition aerobatics was totally inadvertent. As many of you know, I ended up in Wayne Handley's Extra 300 a few weeks after passing my checkride in July 2011. Motivated a fear of spin/stall accidents and chicken of 45 degree banked turns, I thought it best to face my fears head-on, and gain confidence in my skills. Never in my wildest dreams could I have anticipated that it would be the most fun I ever had in my life.

After that first three-day weekend training with Wayne in August, I returned to Pine Mountain in September and yet again in November. At this point, Wayne said to me, "I should not encourage this behavior; stop spending all your money with me and go get your instrument rating or something".

I promptly joined the International Aerobatics Club. At my first Chapter 38 meeting, I met a bunch of enthusiastic aerobic pilots who took me "under their wing". Since I had never even *attended* an aerobic contest, I figured I should go and check one out if I was seriously thinking of competing. I volunteered at Apple Valley in May 2012, which was an incredible learning experience, and got the bonus of my first introductory flight in an aerobic box flying the Super Decathlon. I was stunned that you were expected to keep the airplane inside that postage-stamp-sized box!

After that, I started training at LVK with Dave Watson as my mentor and safety pilot. On June 1, 2012, as I was driving to Livermore, I realized that it was exactly two years to the day since my very first flight lesson. I was still smiling at this when Dave asked me "how would you like to fly your first contest in Colorado in a borrowed Pitts S-2C?" I screamed, clapped my hands over my mouth and nodded an emphatic YES. "But I don't know how to fly a Pitts!" I sputtered. "Then we'd better start today" he replied.

Dagmar Kress was first-time Contest Director for the Sterling, Colorado High Planes Hypoxiafest held July 13-15, 2012. She had been a member of the German Unlimited aerobic team about a decade ago and had been Dave's aerobic mentor. She had bribed him into helping her run the contest by inviting him to fly her Pitts in Advanced category. I was invited as well. Six weeks later, flying in Primary category, to my astonishment I won all three flights and came in first place! Dagmar was calling Dave her "son" and I was her "granddaughter". Dave won Advanced category and we were three generations of happy pilots, let me tell you.

My next contest was in Delano over Labor Day weekend flying the Pitts. The Chapter 38 team had a good showing here by placing second overall in three of the five categories: Primary (me), Sportsman (Dale Roberts), and Advanced (Howard Kirker). We also won Highest Scoring Team. Hooray!

Since I had jumped to the Pitts for the sole purpose of having a plane to fly in Colorado, we decided it would be most beneficial for me to get back in the Decathlon and nail down the fundamentals in a more docile aircraft. I flew the Decathlon in Primary for my third contest at Borrego Springs in October and was stoked to win first place. I am most proud of this win, since the Decathlon is a less peppy airplane and you really have to work to make it look crisp. When asked what plane I fly, I reply that "I have transitioned from the Extra to the Pitts and now to the Decathlon". The looks of puzzlement that I get are amusing.

My goal for 2013 is Complete and Total World Domination in Sportsman category. Sportsman is highly competitive. There are guys who have been flying Sportsman on rails for years. So I certainly have my 'play' cut out for me. The plan is to compete in several California contests this season, then fly at Nationals in September in Sherman/Denison, TX. The World Aerobic Championships for Unlimited category is being held this year in the US this October, also at Sherman/Denison, TX. I will be attending as a volunteer.

My grand scheme is to advance a category a year. Admittedly, this is a ridiculously ambitious plan, and I am open to revisions as necessary. I acknowledge that at this point, I cannot even wrap my mind around how much more complex this is going to get. That being said, I am absolutely convinced that with enough time and practice, it's going to happen. Game on!



*From the Airports Manager
by Jim Thomas*

Look Before Crossing

I would like to take some time to remind everyone of a few safety items at the Pine Mountain Lake Airport. This is intended to refresh peoples' attitudes toward safety because it is important that there never has been an incident between an airplane and a person or vehicle.

First it must be fully understood that the PML Airport is for aircraft and so aircraft always have the right-of-way over pedestrians, bicyclists, golf carts, motorcycles, and cars. Emergency service aircraft have the right-of-way. The PHI Air Medical helicopter and the CALFIRE aircraft always have the right-of-way over all other aircraft. Pilots should always yield to these aircraft regardless of their location or phase of flight.

The PML Airport is designed for an aircraft with a wingspan of 49 feet. However, be aware that larger wingspan aircraft can and do use our airport. So it is important not to block the taxiways at any time. Please park your car, golf cart, etc. at least 25' from the centerline of the taxiway, further back is preferred. Many residents have white lines painted at this location so the 25' limit can be easily identified.

When needing to cross from one side of the airport to the other side, you should only cross at the far west end if you are in a car. Crossing mid-field on foot, in a golf cart, on a motorcycle, or on a bicycle is permitted because these methods provide a better and in most cases an unobstructed view of landing or departing aircraft.

When crossing the runway at any location, make sure you STOP at the hold line and look both directions TWICE. Please don't be in a hurry when looking. Your first look should be for aircraft on the runway or taxiway, the second look should be for aircraft in the air. Remember you are looking for airplanes, not cars, motorcycles or people. Please keep in mind that an aircraft may or may not have its lights on. If you see an aircraft either in the air or on the ground, please wait for the aircraft, because, as said previously, aircraft have the right-of-way. If the aircraft is taking off, wait for it to pass you. If the aircraft is landing or on approach to land, let the aircraft clear the runway before crossing the runway. Vehicles moving on the ground can be distracting to a pilot. When it is clear to cross please do so quickly.

When walking at the airport and encountering a taxiing aircraft step at least 25' or further off the taxiway on the side away from the runway (to the south if on the south taxiway and to the north if on the north taxiway). Stop and wait for the aircraft to pass. Don't move around, because the pilot many times cannot predict what your actions will be.

Never walk between the taxiway and the runway unless you are crossing the runway. This is a dangerous place to be because if an aircraft departs the runway it can quickly cross this area. Under no circumstances should anyone ever walk or drive on the runway unless they are crossing the runway or are going to pick up something off the runway.



*From the VP Social Affairs
by Catherine Santa Maria*

Potluck Theme

Let's celebrate the Green!! Just a reminder that on March 2, 2013 we will once again have a fantastic program for you to attend. Since our March meeting is right before St. Patrick's Day let's all celebrate by bringing your favorite corned beef dish or cabbage dish or cole slaw or potatoes and carrot dish. Just a reminder that each member should bring enough food for 8-10 folks. If you are inviting guests (which are always welcome) to the event then have your guests bring enough food for 8-10 folks as well. I wonder how many dishes we can come up with in celebration of St. Patrick's Day? One of our board members is bringing Irish Car Bomb Cupcakes. Can you think of a dish that you have always loved that has an Irish theme and you would like to share. Don't be afraid to include your recipe, as we all like to learn something new.

Set up will be at 10:00AM at the hangar on the day of the event and clean up will be at 10:00AM on the following morning. Come one come all and help set up and take down for this wonderful event.



2013 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
March 2	BG Robert "Bob" Cardenas	6:00PM Location McGowan's Hanger
April 6	Pemberton Aerosports	6:00PM Location Benzing's Hanger
May 4	Marle Hewett, RedBull STRATOS	6:00PM Location Peebles Hanger
June 1	NASA Astronaut Robert Kimbrough	6:00PM Location McGowan's Hanger

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PML Aviation Association

PO Box 131

Groveland, CA 95321