



Igor Sikorsky in his VS-300



Sikorsky VS - 44 Flying Boat

VOLUME 19, ISSUE 6, JUNE 2004

A MONTHLY PUBLICATION OF THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION

## Sergei Sikorsky

### *Recollections of a Pioneer, The Legacy of Igor Sikorsky*

Born in New York City in 1925, Sergei Sikorsky grew up in Connecticut watching his father, aviation pioneer Igor Sikorsky, design and build the famous Sikorsky flying boats or "Clippers" for Pan American Airways and many other airlines around the world. He recalls his first flight, at age ten, seated on his father's lap in the copilot's seat of a Sikorsky S-38 Amphibian.

Sergei remembers visits to the Sikorsky home by the



Igor and Sergei Sikorsky

Lindbergh family, Colonel "Jimmy" Doolittle, Roscoe Turner, "Eddie" Rickenbacker and many other aviation pilots and engineers. In the late 1930's, he watched the development of the VS-300, Igor Sikorsky's first helicopter, with his father at the controls.

During World War II, Sergei served as a helicopter mechanic in a joint Coast Guard, Navy and Royal Air Force helicopter development squadron based at Floyd Bennett Field, NY. He participated in the development and testing of the earliest helicopter rescue hoists, as well as some of the

earliest helicopter search and rescue missions.



Following the war, Sergei studied at the University of Florence, Italy, and then joined United Aircraft (now United Technologies) in 1951. Assignments in the Far East and Europe followed, including the start of Sikorsky S-55 helicopter production in Japan, introduction of the S-58 helicopters into the West German and Israeli Armed Forces, the S-64 "Flying Crane" prototype program; and, numerous other marketing campaigns from Iceland across Europe to Iran. Sergei was involved in some of the earliest U.S. aircraft industry missions in the former Soviet Union and Eastern Europe. He flew a number of American and European aircraft for business and pleasure while holding Swiss, American, German, Italian and French pilot's licenses. After completion of the co-production program of the Sikorsky CH-53 heavy transport helicopter for German Army Aviation, he was reassigned in 1975 to Sikorsky headquarters in Stratford, Connecticut.

Sergei retired from Sikorsky Aircraft as Vice President of Special Projects

in 1992. He remains active as a consultant on aviation matters for several companies, and is the recipient of numerous aviation-related honors and awards. Sergei speaks French, German, Italian and Russian, as well as English. He enjoys flying, aviation history, target shooting, classical music, painting and his motorcycle. Sergei is married to Dutch-born Elena Arendina Marie van Mechelen and has a grown son, Sergei Sikorsky, Jr.

Mr. Sikorsky's lecture traces the development of aviation from the legends of prehistoric mankind to the present day. It is also the story of one of the most remarkable aviation pioneers of Europe and America, Igor Sikorsky.

After briefly reviewing some of the legends and early attempts to fly, Sergei describes the birth of heavier-

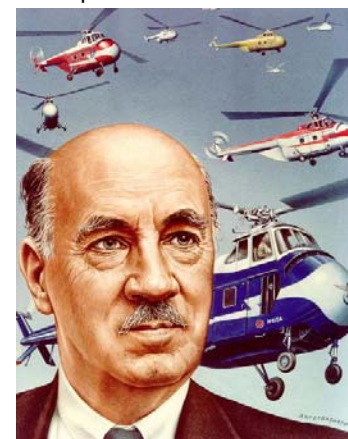


than-air powered flight and describes his father's start in aviation in 1909. Igor's great success in Russia is the creation of the world's first multi-motored aircraft, the "Grand" which first flew in 1913.

Following the Communist revolution, Igor came to America as a penniless refugee. The lecture describes his start in America in the early 1920's, during the colorful "barnstorming" era of flight, followed by his record-breaking Sikorsky "Clipper Ships" which were used by Pan American Airways to open

routes to South America and to pioneer scheduled passenger service across the Pacific and Atlantic oceans.

After reviewing his third prodigious achievement, the development of the helicopter, the lecture ends with Sergei's comments on the future of the helicopter and some lessons



learned from the pioneers of aviation.

At our June 5<sup>th</sup> meeting, Mr. Sikorsky will autograph copies of The Igor Sikorsky Aircraft Legacy, a book with sketches of every aircraft designed by Igor Sikorsky since 1909. All proceeds from the sale of this fascinating book, at \$10 each, will benefit the Igor Sikorsky Historical Archives.

The Pine Mountain Lake Aviation Association is honored to welcome Sergei Sikorsky on Saturday, June 5, 2004, at the Blankenburg Museum with a special introduction by his good friend, Clay Lacy. Please find reservation information for this event elsewhere in this newsletter.

✦ Keith Zenobia

# President's Corner

It's summer time again and all the fun summer time stuff is underway. OK. It's not really summertime, but I never bought into all of that equinox and solstice stuff. It just doesn't seem to apply to California. Once you need to start calculating density altitude then it must be summer.

Of course **THE** most important engagement of the season is coming up: Our second annual **Bountiful Beach Blanket Barbecue Buffet**. Check out the flier in this newsletter for more details. We **will** sell out this event, so don't be left out. Get your check to us now to reserve your space. Please note "June event" on the envelope. After that we have the Fathers day Fly-In at Columbia, followed by all of those traditional 4th of July events that are actually going to be held on the 4th this year. Go figure.

We had a great time at Airport Day this year. Over 150 wide-eyed kids from Tenaya elementary were introduced aviation at PML. They made their way through eight different stations receiving a hands-on exposure to General Aviation that won't be forgotten soon. The volunteers who made this all happen are too numerous to mention here. But a special thanks goes to Rand Siegfried for pulling it all together. I received many comments from the chaperones who were escorting the kids around about how positive this made them feel about our airport community.

John Triolo continues to move forward on an A&P program for Tioga High. Take a look at his article on the next page. We visited several exciting programs being offered in Southern California. While this is a big undertaking, we clearly have the local talent to provide a unique opportunity to our teens.

Keith continues to delight us with terrific programs. Woody Speers was terrific at the last meeting. Of course we are all looking forward to Sergei this month. For those of you who did not make the meeting, we now have a brand new collection of heavy duty chairs. We made it through the entire evening without any structural failures, a first in recent months.

And the hits just keep on coming here at PMLAA. I am thrilled with our speaker for August, Astronaut Janice Voss. I am told that Janice puts on a very interested program. She clearly brings a perspective that the rest of us can only dream about. We tentatively remain on SpaceShipOne pilot Peter Siebold's agenda for our September meeting. You can follow the results of their test flights on the web at [http://www.scaled.com/projects/tierone/New\\_Index/flight\\_data/flt\\_data.htm](http://www.scaled.com/projects/tierone/New_Index/flight_data/flt_data.htm). Pretty exciting stuff. Check it out.

See you in June.

# Conni's Comments

I want to thank all of you who attended the May Pine Mountain Lake Aviation Association monthly meeting Saturday, May 1st. We really enjoyed hearing Woody Speers speak on and his involvement with the Tuskogee Airmen.

Next month, June 5th, will be the Bountiful Beach Blanket Barbecue at Kent and Sandy Blankenburg's home. Be sure to get your reservations in as the tickets are almost gone. We have a phenomenal speaker again, Sergei Sikorsky.

A couple of problems have come to our attention:

**1st.** When using the bathroom here at the hangar during the meetings each month please **DO NOT PUT PAPER TOWELS OR FEMININE PRODUCTS DOWN THE COMMODE!!** It has caused a lot of problems for us in our septic system.

**2nd.** We need to share the responsibility of washing and ironing the table cloths each month. I want to thank the few volunteers that have helped, but I don't think they should have to do it each time. If I could get 3 or 4 persons each month to split them up and share the responsibility, it would help a lot.

I am glad to hear that Marie Barber is doing well after her emergency surgery.

There is no meeting in July as that is a busy scheduled month. The August 7th meeting will have another great speaker. NASA Astronaut Janice Voss, PhD. We will start the festivities early at 5:00 p.m. We will let you know in the July News letter what to bring for food that month.

See you in June at the Bountiful Beach Blanket Barbecue.



## NEW HIGH SCHOOL COURSE Airframe and Power-Plant Mechanics

John Triolo, Superintendent BOFG School District  
962-5765 work, 962-4111 home

**T**loga High School is planning to offer a course for high school juniors and seniors in Airframe and Power-Plant Mechanics. This course would be competency-based and would include instruction in general subjects related to both airframe and power plant mechanics. Subjects such as mathematics, aircraft drawings, weight and balance, fuels and fuel systems, fluid lines and fittings, hardwood materials and processes, physics, basic electricity, generators and motors, inspection fundamentals, safety and support equipment and other related topics. The end goal is that once a student completes the course of study they would be able to enter into a FAA approved program designed to prepare them to take and pass the FAA examinations related to airframe and power plant mechanics.

Jerry Baker, Mike Shaver, high school counselor Jim McClure and myself visited an airframe program in Southern California several weeks ago. From what we saw and in speaking with those instructors it seemed to us that this type of program could be implemented here in Groveland. To do so it would require a cooperative effort between the school district and the Pine Mountain Lake Aviation Association. There is a need to hire several instructors who would share duties and team-teach the course. In addition to the class it would require some sort of shop area to handle the hands on part of the course.

We have the expertise in Groveland to make this a win win situation for the school district, our students and the airport. If you are interested in learning more about this program please contact me, or Rand Seigfried for more information.

## Father's Day Fly-In Call for Volunteers -Alan Wallace

**P**lans for the **38<sup>th</sup> Annual Father's Day Columbia Fly-In** are well underway. It is expected that this year's event will be bigger and better than last year's Fly-in. We are in need of people to volunteer to help us out in several areas including: set-up and tear-down; operations including aircraft and auto parking; pedestrian and crowd control; and aircraft judging. Volunteers should attend our first general Fly-In meeting on Thursday June 3<sup>rd</sup> 5:30 PM at the Wallace Hangar at Columbia Airport. A special volunteer Fly-In T-shirt will be available at cost (around \$6.00) and you should have your order in by our first volunteer meeting.

Fly-In activities start out Friday June 18<sup>th</sup> at 5:30 PM with the Early Bird Burger Burn located on the main ramp. This meal will be hosted by the Fly-In Committee and is for the Fly-In volunteers and the pilots who arrive on Friday. TCAA serves their Pancake Breakfast at 7 AM both Saturday and Sunday (they usually have food ready early for the Volunteer's) which costs \$6.00. Fly-In hours are 8-5 on Saturday and 8-4 on Sunday. Lunch and cold drinks will be provided to all volunteers both days.

TCAA will be putting on a Tri-Tip dinner Saturday at 5:30 PM at the Mountain Aire Hangar. Award presentations will be at 6:30 PM, the band starts playing at 7 PM. The Saturday evening party costs \$15.00 for advance tickets and \$17.00 at the door. Runway 17/35 will close from 12 to 3 PM both days for fly-bys, and other aerial events. The Spot Landing event starts at 10 AM Sunday with registration at 9 AM.

It would be great if you could email or phone me to let me know how you would like to be involved in the Fly-In and the days you are available.

More information about the Fathers Day Fly-In can be obtained at [www.fathersdayflyin.com](http://www.fathersdayflyin.com). Check it out or contact:

Alan Wallac, Fly-In Chairman  
209-586-5860 [awelectric@mlode.com](mailto:awelectric@mlode.com)

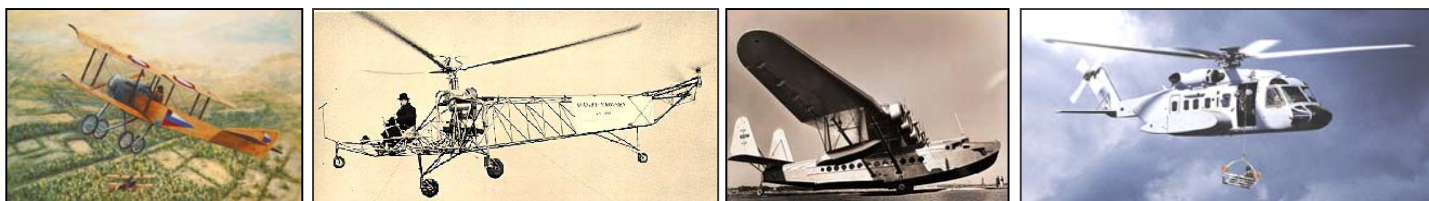




The Pine Mountain Lake Aviation Association Proudly Presents

# **SERGEI SIKORSKY**

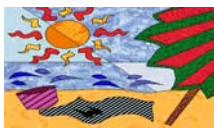
*RECOLLECTIONS OF A PIONEER, THE LEGACY OF IGOR SIKORSKY*



**WITH A SPECIAL INTRODUCTION BY CLAY LAGY**

at Our 2<sup>nd</sup> Annual

## ***Bountiful Beach Blanket Barbecue Buffet***



**PLUS**

*Both Blankenburg hangars, displaying rare vintage aircraft, scooters & memorabilia, will be open*

**PLUS**

*A flock of fabulous flying machines and a cool collection of classic cars will be on display*

**PLUS**

*Chances to win Aircraft Rides, Classic Car Rides, Pine Mountain Lake Cruises and other fun adventures*

at

### ***The Blankenburg Museum***

on the southwest taxiway of Pine Mountain Lake Airport, 20810 Elderberry Way, Groveland, California

**Saturday, June 5, 2004**

**Festivities begin at 4:00 p.m. Dinner will be available from 5:30 to 7:00**

**Guest Speaker Sergei Sikorsky at 7:30**

#### Menu

Appetizers from 4 – 5:30 p.m.

A Special Selection of Scrumptious Summer Salads

Tantalizing Tri-tip, Fabulous Fowl and Boardwalk Baked Beans

Delectable Desserts, Coffee and Tea

**NO HOST MARGARITA, BEER, WINE, CHAMPAGNE AND SOFT DRINK BAR FROM 4:00 P.M.**

**RESERVATIONS REQUIRED FOR MEMBERS AND THEIR GUESTS**

**\$25 per person**

**Reservations accepted on a first come, first served basis.**

Make your check payable to and remit to PMLAA, P.O. Box 131, Groveland, CA 95321.

Please write "June 5 Event" & indicate the number of people attending on your check, to arrive by May 24, 2004.

**ANOTHER AWESOME AVIATION ADVENTURE BROUGHT TO YOU BY THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION**

## Direct from the Director

### Shaping the Future

— Jim Thomas



We have established a Planning Advisory Committee (PAC) to discuss the Master Plan process for Pine Mountain Lake Airport. The PAC is comprised of representatives from various agencies and pilots' organizations. Their task is to provide input and recommendations during the initial planning stage; help develop the content of the working documents; and

review and comment on the draft reports. This group is advisory in nature only and has no authority to approve the draft or final versions of the Master Plan.

The PAC is comprised of the following organizations and their representatives:

- FAA Airports Planning Division
- Caltrans Division of Aeronautics
- Dept. of Public Works – Duke York
- Comm. Develop. Dept. – Mike Laird
- Airports Committee – Dick Collier
- California Pilots Assoc. – Alan Wallace
- PMLAA – Rand Siegfried
- GCSD – Jim Goodrich
- PMLA – Malcolm Milliron
- AOPA – Red Rossio

The official representative of the PMLAA is Rand Siegfried, who volunteered to take the position at the last Board meeting. Although Rand's responsibility is to represent the interest of the PMLAA members during the PAC meetings, there are 4 other PMLAA members on the PAC representing other organizations, plus myself. With 6 PMLAA members providing input, I believe the PAC will clearly identify the desires of our community during the Master Plan development.

The master planning process follows the applicable requirements of the FAA Advisory Circular AC 150/5070-6A titled Airport Master Plans. This 80 page circular provides detailed requirements for all airport master plans. Chapter 1, Section 3 of the circular states that "The goal of the master plan is to provide guidelines for future airport development which will satisfy aviation demand in a financially feasible manner, while at the same time resolving the aviation, environmental and socioeconomic issues in the community."

As the PAC begins their task, the various representatives will be soliciting input from the airport and pilot community. If you have any particular concerns or improvement projects you feel are important, please express these to Rand or any other PAC member. Now is the time to be heard. Help make the master plan a document that is a tool for wise and effective improvement of our airport.

## Safety Corner

### Density Altitude vs. Relative Humidity

— Mike Gustafson, CFII

**B**efore you write this column off as a tired old topic, note the additional factor — relative humidity. True, we have all been at a high altitude field on a hot day and experienced the effects of density altitude on aircraft performance, but what about the effects of humidity? Here in the west we rarely have high relative humidity so we could ignore the extra performance factor, but what about when we fly back east? Each summer Mick Hopson and I wing off to Oshkosh and run smack dab into high relative humidity and high temperatures. The plane suffers and we suffer.

A quick density altitude explanation: Aircraft performance, both the wing and the engine are based on standard altitude and temperature. Anything higher or hotter reduces total aircraft performance. The reason for the performance loss is that as we move to a higher altitude, there are fewer air molecules, and as the temperature rises, there are even fewer air molecules. So the engine is developing less horsepower and the wing needs more volume over its surface to create the required lift. Adding moist air to the equation only makes things worse. Now the air is even less dense as the moisture takes up valuable volume.

For practical purposes high relative humidity is considered a factor when it exceeds 50% and since typical Midwestern summer relative humidity is 80 — 90%, it is a factor you need to consider when calculating aircraft performance. Note: the effect of relative humidity can increase the normal density calculation by +38% for 90% relative humidity! The actual calculation is a bit rigorous and beyond our space here so I reduced the math down to a chart that can be used assuming high relative humidity as a function of temperature.

Air temperature (F)	Altitude Correction (Feet)
60	+ 500
70	+ 700
80	+ 900
90	+1300
100	+1500

You can use this "rule of thumb" numbers by doing your normal density altitude calculation then adding the humidity correction. In one calculation I did the normal density altitude compute to 4500 feet at 90 degrees F., I then added 1300 feet for humidity for a result of 5800 feet density altitude. I did a quick look-up for a Cessna 182 take-off distance for the difference between 4500 feet and 5800 feet and found that it added 400 feet to the take-off distance required to clear a 50 foot obstacle. This difference may seem small on paper, but if you are running down a short field at gross weight on a hot afternoon in Iowa, it could make the difference between barbed wire or no barbed wire in the landing gear!

I must admit that I never used to account for relative humidity in my density altitude calculations and I have never taught same to my students but after doing a bit of reading on the subject it is now part of my kit of performance calculations.

So, Who is going to Oshkosh this year?

Fly safe.

With credit to Roger Clark, FAA Aviation News.



## PMLAA Oil Dumping Station is Open

The oil dumping station has been cleaned and repaired, and is again available for pilots' use. To avoid unauthorized dumping and vandalism, there is a new lock on the facility. For access, contact:

- Dick Collier (962-6400)
- Rich McClashan (962-7928)
- Ken Helling (962-7597)
- Red Rossio (962-4380).

## Mother Lode Aviation Notice

We Need Your Help!

The concrete pad near the fuel island was originally intended as a helicopter pad – not a fueling spot. Fuel drips are staining the concrete and will lead to big repair bills.

Please do not fuel on the concrete area, fuel ONLY on the “fuel-proofed” area directly in front of the pump. Watch for new signs to alert you to the correct fueling area.

## AIRPORTS COMMITTEE MEETING

May 24, 2004  
1:30 P.M.  
Columbia Airport  
“Lorick Hangar”  
1000 Technology Drive  
Columbia, CA 95310

38<sup>th</sup> ANNUAL

# FATHER'S DAY

FLY-IN

JUNE 19-20, 2004

*Pilots Be Advised: Airport will be Notam Closed 12 to 3 p.m. Saturday and Sunday  
Temporary Tower Freq. 126.4 Ground 121.05 Check Notam*

**Complimentary Earlybird Dinner to all who Fly in Friday Evening.**

*Spot Landing & Flour Bombing Contest Sunday Only.  
Sign-up By 9:00 a.m. Sunday Morning, Contest Starts at 10:00 a.m.*

**Traditional Father's Day PANCAKE BREAKFAST.**  
Saturday and Sunday 7-11 a.m.

— Tri Tip Dinner and Dance Saturday 5:30 p.m. —

**Experimental, Classic and Warbird Aircraft**

• Aircraft Judging	• Food and Beverage Booths
• Airplane and Biplane Rides	• Live Music Saturday Evening
• Aviation Vendor Booths	• CDF Aircraft and Demonstration
• Fly-In Camping	• Aircraft Fly-Bys

**Columbia Airport 209-533-5685**



## Immaculate, award winning 1936 Luscombe Phantom

This beauty is the only Phantom flying today. Only twenty-two of these magnificent aircraft were ever built.

Visit [www.WingsWheelsWatercraft.com](http://www.WingsWheelsWatercraft.com) for photos and details. Call Kent Blankenburg at 209-962-4499.

## 1959 C-150 Project \$6,500.

Call Rich McGlashan at 209-962-7928.

## CFII Provides Flight Instruction

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

## Partners Wanted

To buy and share use of single engine plane at PML. Type and Ownership to be decided jointly. Please call Teri Pulvino (209)878-0526

## Room for Rent in Bay Area

Do you live in PML but commute to work in the South Bay Area? Ken and Harriet Codeglia have a room and bath for rent in their Mountain View Townhouse. New paint, draperies and double bed.

Call Ken Codeglia at 408/447-4080.

# Seminar Update

**Mountain Flying in the Sierra Nevada  
June 26, Buchner Hangar  
1:00-3:00pm**

Going to Lake Tahoe? How about Truckee or Reno, or over the hills to Oshkosh? The San Joaquin Valley is nice and flat, but mountains surround PML, and when you go east, the ground rises rapidly. Attend this seminar for the FAA's annual review of flying in mountainous terrain.

To register, email Guy at [gnrussell@earthlink.net](mailto:gnrussell@earthlink.net)  
No fee.

Dear Friends,

I want to thank you all for the gift basket you brought Hugh when he was in the rehab hospital in Modesto and for the many visits and cards so many of you made and sent. He always enjoyed the visits.

There are not enough words of appreciation I can express for all your cards and expressions of sympathy and caring since Hugh died. This is a wonderful community of people who care about each other and I am proud to be a part of this community. Thank you so much.

Sincerely,  
Kay Smith

## CALIFORNIA AIRPORT MANAGERS AND AIRPORT USERS JOIN FORCES

In an aviation historical first, California's airport managers and airport users have joined forces to preserve and promote California's 250 public airports. The airport managers, represented by the Association of California Airports, and the airport users represented by the California Pilots Association, have formed a joint political action committee. It is registered with the California Secretary of State as the California Airport and Pilot Political Action Committee. The main mission is to pursue legislation beneficial to airports, and to help elect candidates for local or state offices that support airport preservation. The PAC is self-governed by a panel of six trustees, three selected by the Association of California Airports and three selected by the California Pilots Association. Initial trustees selected by ACA are Mark Bautista, Mary Hansen and John Swizer. Those selected by CPA are Patricia Forbes, Doug Rice and Carol Ford. All serve as volunteers. Funding is through voluntary donations.

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## NEWSLETTER

### Aviation Safety Editor

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### Layout and Construction

Scott Baker 209-962-7916

**General Meetings are usually held on the first Saturday of the month beginning at 5:30 p.m. at The Buchner Hangar (20885 Hemlock Street at the Southeast Corner of Woodside Way, Unit 12 / Lot 4).**



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## Reserve your seat for our June event Now!

### Upcoming Events:

- |                       |   |               |
|-----------------------|---|---------------|
| <b>June 5, 2004</b>   | <b>Sergei Sikorsky</b><br><i>Recollections of a Pioneer: the Legacy of Igor Sikorsky</i>                    | <b>4:00pm</b> |
| <b>June 26, 2004</b>  | <i>Mountain Flying in the Sierra Nevada</i><br><i>Buchner Hangar</i>  | <b>1:00pm</b> |
| <b>August 7, 2004</b> | <b>NASA Astronaut Janice Voss, PhD</b><br><i>Mapping the Earth in 3-D and Views of the Earth From Space</i> | <b>5:30pm</b> |

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