



THE FLYING TIMES

The Official Newsletter
of the Sonoma Sky Crafters

EAA Chapter 1268

Sonoma Skypark Airport
21870 Eighth Street East
Sonoma, CA 95476

JUNE 2018



LINCOLN AND NORAH, WORLD FAMOUS PILOTS (In Sonoma)
When you're the editor you sometimes abuse your journalistic responsibility
and put in pictures of your grandkids and great-grandkids.

CHAPTER OFFICERS

President/AE: Robin Tatman, 707-553-2747
Vice President: Walt Eastland, 707-501-8984
Secretary: Nelleke Cooper, 707-938-5587
Treasurer: Bill Wheadon, 707-224-3901
Membership: Bill Wheadon, 707-224-3901

Young Eagles: BK White, 707-996-1335
BOD: Jeanette Woods, 707-996-4563
BOD: Paul Seibert, 707-939-7491
BOD: Marsi Fahraji, 415-686-5254
BOD/Building/Newsletter: Darrel Jones, 707-996-4494

FIRST THINGS FIRST

The June meeting is this **Tuesday, June 12**. The Board of Directors will meet at 6:00 p.m. Dinner is at 7:00 p.m. after the Board of Directors' meeting, and is \$8.00 per person. Our chefs for the month will be The Don and Wayne Show, with Don B. and Wayne S providing the delicacies.

Our speaker will be our own Roland Gangloff giving a presentation about famous Alaskan bush pilot OJ Smith. The title of his talk is "Umiat, Alaska and Artic Dreamers- Petroleum, Pilots and Paleontologists.

EAA 1268 MEMBERSHIP CHAIRMAN AND TREASURER REPORT **June 2018**

Treasurer's Report. For the month of May we had net deposits of \$125 which was comprised of dues (\$30), Air Academy donations (\$50), and excess dinner receipts (\$45).

Expenditures in May consisted of one check given to Bill Wheadon for his purchase of a replacement food warming tray for the clubhouse. Our effective checking account balance stands at \$9657.77 which does not include funds held in the Jack Strehl Memorial Fund. Our savings account balance stands at \$100.11.

That's all for now – see you at the meeting,
Bill Wheadon
EAA 1268 Membership Chairman and
Treasurer

YOUNG EAGLES

This from BK:

Hi Darrel: We'll have our regular Young Eagles Flights this Sunday. I'll give a report at the meeting on Tue.....B.K.

Young Eagles day was today, Sunday, June 10. Beautiful weather and very successful Young Eagles Rally.

As always BK White is looking for volunteer pilots, ground crew and registration helpers for our monthly Young Eagles events. Let him know you will be joining us and helping out by sending him an email to eagle1@vom.com or by calling him at 707-996-1335.

MOVIE NIGHT AT SONOMA SKYPARK

Movie night for June is **Saturday, June 23 at 6pm in the Sonoma Skypark clubhouse.**

Free admission. Pizza is always available for \$5 per person, including beverages, and complimentary popcorn just to whet your appetite (or spoil it), courtesy of Walt Lewis and his Amazing Real Movie Theater Popcorn Popping Extravaganza Machine.

See you at the movies on Skypark Movie Night, **SATURDAY, June 23** at 6 p.m.

DINNER SCHEDULE

We just about have our celebrity chefs for 2018 so let us know if you would like to take care of August. Contact Robin at robntat@aol.com or 707-553-2747. You can also let me know at wd6bor@vom.com and I'll put you on the roster.

The schedule for this year so far is:

Month	Cooks/Meal
2018 DINNER SCHEDULE	
JAN	Roland Gangloff
FEB	Ernie Ganas-Tri-tip
MAR	Rich & Nelleke Cooper- c. beef
APR	Ron Price & Frank Russo
MAY	Ron Willis & John Thomason- road kill
JUN	Don Booker & Wayne Schake
JUL	Darrel Jones- meat(s) and salad
AUG	Robin Tatman
SEP	Richard Craig & Les Lucas
OCT	Air Explorers

NOV	Marsi F., George T. & Howard H.
DEC	XMAS PARTY
Standby	Bill & Jan Wheadon

SPEAKERS

We are always, continually, everlastingly looking for speakers for our monthly programs.

Send an email to me at wd6bor@vom.com so we can get your program or speaker information into the newsletter.

Month	Speaker/Member/Subject
2018 SPEAKER SCHEDULE	
JAN	Katie Greenwood/ Dr. Howard Donner-Truckee Tahoe
FEB	Avery Cruz- Air Academy
MAR	Dave Alexander
APR	March AFB 100 th Anniversary
MAY	Family Fun Day Planning
JUN	Roland Gangloff-Alaska pilots
JUL	
AUG	
SEP	
OCT	Air Academy participants
NOV	
DEC	XMAS PARTY

2018 EAA 1268 CALENDAR

Send me any exciting, thrilling, terrifying or just plain fun events you have for the calendar.

DATE	EVENT
6/10	Young Eagles 9 am
6/12	1268 Meeting 7 pm
6/23	Skypark Movie Night
7/8	Young Eagles 9 am
7/10	1268 Meeting 7 pm
7/19-22	Brodhead Pietenpol Fly-in
7/23-29	EAA AIRVENTURE at Oshkosh
8/12	Young Eagles 9 am
8/14	1268 Meeting 7 pm
8/25	Skypark Movie Night
9/9	Young Eagles 9 am
9/11	1268 Meeting 7 pm

9/22	Skypark Movie Night
10/9	1268 Meeting 7 pm
10/14	Young Eagles 9 am
10/27	Skypark Movie Night
11/11	Young Eagles 9 am
11/13	1268 Meeting 7 pm
11/24	Skypark Movie Night
12/7	Skypark Xmas Party
1/1/18	New Years' Day 1 st Flight
Every Saturday Noon to 1:30 pm Skypark Hamburgers and Hot Dogs in the clubhouse!	

EAA CHAPTER 1268 MINUTES

EAA 1268 Board of Directors Meeting
May 8, 2018

The Board Meeting was called to order by President Robin Tatman at 6:00 pm.

Present were Vice President Walt Eastman, Treasurer Bill Wheadon, Secretary Nelleke Cooper, Directors Darrel Jones, Paul Siebert and Jeanette Woods

Absent: Director BK White

Robin started the meeting discussing Family Fun Day on May 19. Captain Bob Berwick will not be available to give rides that day as he is flying Richard Martin's DC-3. Request will be made for a Flyby during his tour, which would be great advertising for the DC-3 raffle ticket prize.

Other announcements:

Request from Greg Bair of the Napa EAA chapter for pilots to help with their Young Eagles event on May 26.

Rafe Tomsett had asked for an announcement to be made regarding the 100th Anniversary of the first Postal Service flight from San Diego to Seattle. The airplane will be laying over in Concord for those interested contact Rafe. Robin mentioned she may be able to get commemorative stamps. Let her know if interested.

Robin gave an update on Air Explorer, Daniel Schulte. He recently got his Commercial Single Engine license in Augusta, Kansas, and plans to get his Commercial Multi Engine. Currently still employed by Kaiser Air in Santa Rosa, but hopes to get a flying job soon.

Update by Robin on Family Fun Day.

Discussion on the work schedule, distributed by Robin. As in previous years Darrel Jones will be our MC extraordinaire. We're grateful Marsi will oversee the food again. Also discussed were the Pop-Up tents destroyed last year by the mini tornadoes we had. Bill Wheadon will bring some from Napa to be used for the day to replace the ones we lost. We will have 3 gas BBQs, but more cooks are needed to attend to the BBQs. Help is needed with setting up the day before and taking down after the event.

Ron Price, our airport manager will not be present, but Robin Tatman and Cathy Carmichael will be.

In addition to the other raffle prizes, Sonoma Balloon Co. will be coming to Sonoma Skypark and has donated a ride for 2 for our Raffle.

David Meeks will organize the Skydive Bingo. Rafe Tomsett and Eric Preston will be in charge of organizing the airplane and cars displays.

Oren Redsun will fly radio control airplanes. Michael Ultramar will donate 3 Twins Ice Cream for 400 ppl for Family Fun Day.

Walt Eastman is trying to find a replacement at work, so he can be at Fam Fun Day, but he will try to put his Bonanza on display.

It was decided to sell the Raffle tickets for the following prices; 1 ticket \$10, 3 for \$25, 7 for \$50.

Darrel Jones published a very nice article in the Sonoma Index Tribune and will send notification flyers to schools.

Paul Siebert verified that Marilyn Poggensee will be having a table with paraphernalia and information on bee keeping.

Darrel got insurance for the day, and he has contacted the Schell Vista Fire Department.

Robin thanked Darrel for the story on Master Sergeant Humphries in the Newsletter.

Treasurer's report by Bill Wheadon, Balance \$9,484.11 in our checking account and Bill filed IRS form 990N, required annually prior to May 15.

Darrel announced that he had received verification of scholarships for the Oshkosh Air Academy for the 3 Explorers the Chapter is sponsoring; Nathan Wilson, Nick Griffin, and Grandson of Sam McIntosh Erwin Rogers.

Board Meeting adjourned at 7:00 pm

General Meeting called to order by President Robin Tatman at 7:55 pm

Robin thanked Ron Willis and John Thomason for a delicious dinner of Chicken Alfredo, Caesar salad and Spinach salad, and lots of scrumptious desserts. Peets coffee was provided by Marsi Fahraji. Robin welcomed Marsi back, as she had been sick (and we missed her.)

BK White was not present to give a report on last month Young Eagles, but as always volunteers and pilots needed to fly YE on May 13, Mother's Day.

Request was repeated to the General Membership to help with the Napa Chapter Young Eagle Event on May 26, and the announcement regarding the 100 Anniversary of flying mail.

Member Gene Marcinkowski made an announcement regarding the Cloverdale Fly-In on Saturday, May 12.

Darrel hopes to have 3 speakers lined up for upcoming meetings and Roland Gangloff will give a presentation in June about O.J Smith a famous C-47 Bush Pilot in Alaska.

General Meeting adjourned 8:20 pm.

ACCIDENT PROBE: MANEUVERING SPEED

Combining the loads imposed by maneuvering with those encountered in turbulence can exceed structural limits.

Early in our primary training, we encountered the concept of maneuvering speed (VA), or design maneuvering speed as it's sometimes called. We're basically told it's the speed at below which we should fly in turbulence and when entering advanced maneuvers, hence its name. If we're lucky and have a good ground-school instructor, we'll also learn that VA changes with weight: As the airplane's weight decreases, so will maneuvering speed.

Although VA isn't marked on our airspeed indicators, there should be a placard listing it at the airplane's gross weight, with the admonition to not make full control deflections above it.

Out in the practice area, VA often is used as the target speed for entering maneuvers like accelerated stalls, chandelles and lazy eights, although some manufacturers may publish a different speed. Basically, when we're engaged in maneuvers imposing additional loads on the airframe, we should be flying at or below the airplane's weight-adjusted VA. But that's not the full story. Some of the things we're not told about VA in ground school are learned the hard way.

Background:

On December 10, 2015, at about 1347 Mountain time, an experimental Van's RV-7 homebuilt experienced an in-flight breakup and

impacted terrain in Hurricane, Utah. The airline transport pilot and passenger were fatally injured; the airplane sustained substantial damage. The airplane was registered to the pilot. Visual conditions existed.

Several witnesses heard the air-plane's engine make what sounded like power changes. One witness observed the airplane spiraling and descending in a corkscrew-type maneuver. Other witnesses report-ed observing pieces of the airplane "floating in the air."

The accident site was located between a cold front to the north-west and a high-pressure area to the southwest, in an area of strong pressure gradients. The wind profile of a weather model for the accident site estimated the surface horizontal wind was from 220 degrees at eight knots, with winds increasing in speed with height and veering west. The model supported light-to-moderate clear air turbulence from 6,400 feet MSL through 8,000 feet, and mountain wave development from 10,000 to 12,000 feet MSL. Pilot re-ports noted mountain wave activity in the region with moderate-to-severe turbulence near the accident site. An Airmet for moderate turbulence below 18,000 feet was active over the accident site at the accident time.

Investigation:

The debris path was about 1,460 feet long and 450 feet wide. All major components of the airplane were located in the debris path. The main wreckage included the fuselage, engine, right wing, half of the left wing, a majority of the left and right elevators and the lower half of the rudder. The vertical stabilizer with the upper half of the rudder still attached was located about 1,420 feet away. The left and right horizontal stabilizers were located about 850 feet and 790 feet, respectively, from the main wreckage. The left aileron was about 430 feet away from the main wreckage; the left outboard wing was located about 320 feet from the main wreckage.

The engine revealed no evidence of mechanical

malfunctions or failures that would have precluded normal operation.

The outboard half of the right wing was deformed downward about 15 to 20 degrees at the flap/aileron junction. The upper and lower wing skins were buckled around the area where the wing was deformed downward. The outboard half of the left wing also had separated at the flap/aileron junction. The left wing's main spar had fractured where the upper and lower spar caps undergo a net section decrease from inboard to outboard. The outboard half of the left wing was mostly intact with minimal damage noted. Examination of the wing fracture locations revealed damage and deformation consistent with the separation of the outboard portion of the wing in a downward direction.

The horizontal stabilizer forward spar fractured about two inches outboard of the fuselage on both sides. Both of the horizontal stabilizer spar caps were deformed down and aft at the fracture location. The elevators were deformed down and aft matching the spar deformation. There was buckling damage on the lower skin of both horizontal stabilizers consistent with the stabilizers separating downward. All fractures exhibited a dull, grainy appearance consistent with overstress separation. There was no evidence of progressive or pre-existing fractures on any of the parts.

No data for the accident flight was recovered from the electronic devices found in the wreckage. However, a video camera contained two files recorded on previous flights in which the accident airplane performed an aileron roll to the right.

Commercially available radar data revealed two tracks consistent with the accident airplane. One track was 17 minutes long and ended at 1332 when the airplane was at 6,150 feet MSL. Altitudes through-out the track varied from 6,150 to 9,350 feet, and groundspeed varied between 24 and 168 knots.

Although the airplane's most recent weight and balance records were not located, an estimated weight and balance was calculated using the airplane kit manufacturer's data. Presuming a total fuel load of 42 gallons, the airplane would have been about 128 lbs below its maximum gross weight of 1,800 lbs at the time of the accident.

Probable Cause

The NTSB determined the probable cause(s) of this accident to include: "The pilot's abrupt flight control inputs, likely above the maneuvering speed, in severe winds and turbulence conditions, which resulted in an in-flight breakup."

Based on the aircraft's radar track, the pilot was maneuvering the airplane, perhaps including aerobatics. The NTSB's probable cause finding combines the G-loading effects of those maneuvers with the atmospheric conditions forecast to exist and concludes the aircraft encountered a wind gust that combined with the G-loading to impose on the airframe loads in excess of its design.

In other words, abrupt maneuvering in turbulent conditions can risk exceeding the airplane's structural limitations. According to the FAA's Airplane Flying Handbook (FAA-H-8083-3B), VA is based on the wing's response to a 50-fps gust or elevator movement. Combining turbulence and high G loading induces even greater stress on the aircraft.

Aircraft Profile: Van's RV-7 Experimental

Engine: Lycoming IO-360 (Typical)

Empty Weight: 1,100 lbs.

Max Gross T/O Weight: 1,800 lbs.

Typical Cruise Speed: 170 KTAS

Standard Fuel Capacity: 42 gal.

Service Ceiling: 23,000 feet

Range: 674 nm

VSO: 50 KIAS

Send me your news for your newsletter!

Sonoma Skycrafters
EAA Chapter 1268
358 Patten Street
Sonoma, CA 95476

MEMBERSHIP **DUES ARE DUE** IN JANUARY, AND MEMBERSHIP RUNS FROM JANUARY TO DECEMBER. DUES ARE STILL A MODEST **FIFTEEN BUCKS**, SO BRING SOME CASH FOR DINNER AND A BIT MORE TO **PAY YOUR DUES FOR 2018!** SEE YOU THERE!

REMEMBER! THE JUNE MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, JUNE 12 AT 7 P.M., AT THE SKYCRAFTER'S CLUBHOUSE HANGAR B-5 AT SONOMA SKYPARK AIRPORT.

DINNER STARTS AT 7 PM, SO DON'T BE LATE!

BOARD OF DIRECTORS MEETING WILL BE 6 P.M. BEFORE THE MEETING SKYCRAFTER MEMBERSHIP

EAA CHAPTER 1268 Membership Dues: **\$15 per year.**

Name: _____ EMAIL: _____

Address: _____ APT: _____

City: _____ State: _____ ZIP: _____

Telephone number, home: _____ work: _____

EAA MEMBERSHIP NUMBER: _____ EXPIRATION DATE: _____

AIRCRAFT OWNED OR BUILDING: _____

Your check should be made payable to: **EAA 1268**

Please mail your dues to:

Bill Wheadon, Treasurer
1021 Stonebridge Drive
Napa, CA 94558