



THE FLYING TIMES

The Official Newsletter
of the Sonoma Sky Crafters

EAA Chapter 1268

Sonoma Skypark Airport

21870 Eighth Street East

Sonoma, CA 95476

SEPTEMBER 2022



SONOMA SKYPARK HAS A NEW COMPASS ROSE

Thanks to Phil Danskin, EAA Chapter 1268, and Boy Scout Troops 9 and 27

CHAPTER OFFICERS

President/AE: Don Booker, 707-938-9461

Vice President: Darrel Jones, 707-799-6382

Secretary: Yayoi West, 707-364-9257

Treasurer: Bill Wheadon, 707-224-3901

Membership: Bill Wheadon, 707-224-3901

Young Eagles: BK White, 707-996-1335

BOD: Robin Tatman, 707-553-2747

BOD: Marsi Allard, 415-686-5254

BOD: Nelleke Cooper, 707-938-5587

BOD/Scholarship Chair: Roland Gangloff, 707-935-1832

Web editor: Gretchen McDougall

Building/Newsletter: Darrel Jones, 707-799-6382

FIRST THINGS FIRST

The January meeting is this **Tuesday, September 13**. 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 \$10.00 per person. Our chef for the month will be El Presidente' Don Booker, who will be serving up chili, cornbread, salad and ice cream.

Don will also give a presentation on his early career flying helicopters in Columbia.

I will send Zoom invitations out for those members who can't attend in person.

WOMEN IN AIRPLANES



The Press Democrat had a great article in the Wednesday, September 7, issue featuring an all-female, all-Black flight crew flying for American Airlines that made a flight from Dallas-Fort Worth to Phoenix honoring Bessie Coleman. Bessie Coleman was the first Black woman in the world to earn a pilot's license.

You can read the article at:

https://gc4women.org/2022/09/08/all-black-female-flight-crew-honors-bessie-coleman/?utm_source=rss&utm_medium=rss&utm_campaign=all-black-female-flight-crew-honors-bessie-coleman

VICE PRESIDENT'S REPORT

First, I want to thank Don Booker, Bill Wheadon, Ernie Ganas and Roland Gangloff for stepping up to volunteer to provide dinner

for our meetings through the rest of the year. Don, Bill and Ernie have already provided one dinner each for 2022.

I didn't hear from any of our members who volunteered to be dinner coordinator. The job consists of calling other members to find people who will provide the meal for our dinner meetings. Bill has a roster with contact information, and the officers and Board members are here to help you.

The same is true for a program coordinator. It takes just a little time calling or researching speakers who can give a presentation at our meetings. I've talked to the other local Chapters and find that they also have a problem coming out of Covid finding members who can get back into Chapter involvement and get these important jobs done.

Probably the most important task right now is to find a membership Chairperson and committee to get former Chapter members back involved with the Chapter as well recruit new members from the local pilot community.

Covid has knocked all social organizations in the head. It will be a struggle to get back to the level of activity and socialization that we once had.

We're looking for a few "spark plugs" to ignite the enthusiasm that is waiting out there for the opportunity to burst forth.

Give me a call. I guarantee it will be fun.

Darrel

EAA 1268 MEMBERSHIP CHAIRMAN AND TREASURER REPORT **September 2022**

Treasurer Report - For the month of August, we had one deposit in our checking account of \$770 and three disbursement in the form of one check to Petaluma Pilot Training Center in the amount of \$2,000. This check was to cover

Sebastian Johnson's flight training as an awardee of one of our Ray Scholarships. Two checks were written to EAA National – one in the amount of \$320 to cover balance due for our 2022 Air Academy attendees and the other for \$1200 for 6 slots at the Air Academy for 2023.

The deposit consisted of a \$40 donation, \$15 for dues renewal, and \$575 in profits from our August Saturday burger and hot dog lunches.

Total chapter funds are \$32,658.78 distributed in the following accounts:
Checking account - \$19707.67
Savings account - \$ 7,637.40
CD account - \$ 5,313.71
Total chapter funds \$32,658.78

That's all for now – any questions? If so, shoot me an email or give me a call – bill.wheadon@gmail.com. 707-224-3901

Bill

YOUNG EAGLES

We didn't have a Young Eagles rally for September because the runway was closed for repairs and maintenance.

We had a great turnout for August. The Boy Scout troops that helped with the compass rose painting camped overnight at the east end of the airport under the big oak tree, and then many of them stayed for a Young Eagles ride Sunday.

I want to thank Mark Shackford, Ken Thornton, Bob Berwick for bringing out their airplanes and helping fly thirty-one flights for Young Eagles and Eagles.

I especially want to thank Gretchen McDougall for stepping into the job of Young Eagles liaison. BK is still battling some medical issues and isn't able to join us for our Young Eagles rallies. I will be helping Gretchen coordinate the Young Eagles pilots, so if you have flown

or want to fly Young Eagles, please let me know and I'll get you on the pilot mailing list.

We had Elizabeth and Kevin from the Valley of the Moon Amateur Radio Club join us to set up a ham radio operating station and to answer questions about another fascinating hobby.

We will see you all again at the October Young Eagle rally on October 9.

FLYING CLUB AT SONOMA SKYPARK

The new flying club starting at Sonoma Skypark is progressing, with Ben Inglis taking the lead in determining the direction the club members want to go moving forward.

The club is a separate entity from EAA Chapter 1268, but several Chapter members are also interested in the club.

The club was initially proposed to have ten members per airplane, but that may change. If any Chapter 1268 members would like to fly without having to shoulder the entire cost of the purchase of and upkeep of an airplane, this is a great opportunity to fly on a modest budget.

Ben has put together an on-line questionnaire to gauge the interest and desires of the prospective members.

Contact Ben at binglis@berkeley.edu if you are interested and he will put you on the email list of the people staring the club.

MOVIE NIGHT AT SONOMA SKYPARK

Movie night is on hiatus for the time being. We will let you know when it starts back up.

DINNER SCHEDULE

We have dinners for the rest of the year, but we need to start filling the schedule for 2023. We still need a meal coordinator, so please let me know if you can make some phone calls and fill in the schedule for 2023. Let know at wd6bor@vom.com and I'll put you on the roster.

The schedule for this year so far is:

Month	Cooks/Meal
2022 DINNER SCHEDULE	
JAN	Dinner at home
FEB	Dinner at home
MAR	Bill Wheadon, Kristen Gregory
APR	Wayne & Don (with lots of help)
MAY	Robin T
JUN	Ernie Ganas - tri-tip barbecue
JUL	Darrel - barbecue
AUG	Dinner at home
SEP	Don Booker- chili
OCT	Roland Gangloff- beef stroganoff
NOV	Bill Wheadon
DEC	XMAS PARTY????
Standby	?

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.

We're still looking for a speaker coordinator, so let us know if you can help out.

Month	Speaker/Member/Subject
2022 SPEAKER SCHEDULE	
JAN	Marc Ashton – FAA training regs
FEB	EAA Chapter video
MAR	Social hour
APR	Captain Matthew Paradise
MAY	Another social hour
JUN	Lt Col Jim Avrit, USAF, (Ret)
JUL	Nathan Wilson- Ray scholar
AUG	?
SEP	Don Booker- heli's in Columbia
OCT	?
NOV	?
DEC	XMAS PARTY

2022 EAA 1268 CALENDAR

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

DATE	EVENT
9/13	1268 Meeting 7 pm
9/14-18	Reno Air Races- Reno, NV
9/23-25	MCAS Miramar Air Show- San Diego, CA
9/24-25	California Int'l Airshow- Salinas, CA
9/24	Skypark Movie Night
9/17-18 ?	Wings Over Wine Country
9/30-10/2	California Capital Air Show- Mather AFB, Sacramento, CA
10/7-9	San Francisco Fleet Week- San Francisco, CA
10/9	Young Eagles 9:30 am
10/10	1268 Meeting 7 pm
10/15	Benton Air Fair- Redding, CA
10/15-16	Central Coast AirFest- Santa Maria, CA
10/22-23	Planes of Fame Air Show- China, CA
10/22	Skypark Movie Night
11/13	Young Eagles 9:30 am
11/8	1268 Meeting 7 pm
11/26	Skypark Movie Night
12/2	Skypark Xmas Party
1/1/23	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

August 9, 2022

The Board meeting was called to order at 6:10pm on August 9th, 2022 on Zoom.

Present were VP Darrel Jones (DJ), Bill Wheadon (BW), Donald Booker (DB), Robin Tatman (RT), Yayoi West (YW)

BW volunteered to do the November dinner.

DB volunteered to do the September dinner and give a presentation on flying helicopters in Columbia.

DJ Finley Skaggs and Ivy Morrison will give a presentation on their experiences at Air Academy this summer.

DJ reported on Sebastian Johnson's flight training. He will meet with Sebastian and a parent to tell them that flight training needs to be the top priority for Sebastian to continue receiving Chapter 1268 scholarship support.

DJ reported that Chapter 1268 will probably need to terminate Philip Lachman's scholarship support.

RT discussed revising the scholarship application and selection procedure to ensure the recipients understand that flight training is to be their primary focus.

RT thanked Darrel for organizing the compass rose painting project.

DJ Runway closure will require the Young Eagles rally in September to be cancelled.

DJ BK is still in the hospital. He will ask Gretchen McDougall to take over as Young Eagles Liaison.

DJ proposed that the cost for the compass rose be paid from the Jack Strehl fund.

The ownership of the EAA clubhouse was discussed. Chapter 1268 made the improvements to the clubhouse using a donation by Yayoi West and Chapter 1268 volunteers and resources. Chapter 1268 has been providing insurance through the EAA national organization and is listed as the owner of the clubhouse. Sonoma Skypark has the right of use of the clubhouse. It was proposed that Chapter 1268 and Sonoma Skypark sign an official lease clarifying the relationship between the Airport and the Chapter.

The Board meeting was adjourned at 6:58 pm.

COMPASS ROSE AT SONOMA SKYPARK

Thanks to local surveyor Phil Danskin, Boy Scout Troops 9 from Petaluma and 27 from Sebastopol, Sonoma Skypark now has a nice, new, accurate compass rose that not only pretties up Skypark but allows pilots to swing the compass on their airplanes.

Phil had his crew out to lay out the points of the compass within minutes of magnetic true north, and then set points every thirty degrees to check deviation for the required compass cards.

I picked up the paint and laid out the rose, Chapter 1268 paid the costs, and the Boy Scouts did the painting as a service project for the airport.

They arrived Saturday morning and set up camp at the east end of the airport under the old oak tree there, then took a tour of Steve Silver's and Mark Shackford's hangars and airplanes.

They were able to work on and earn their aviation merit badge for their advanced levels of Scouting.

Troop 27 was my old troop when I was living in Sebastopol, so it was a special treat to see a whole new group of Scouts learning civics and public service.



I'll put some photos of them working on the compass rose at the end of the newsletter.

OTHER NEWS

Tim Steers is having a tool and materials sale in his hangar L-4. This from Tim:

TAG SALE - AIRCRAFT RELATED TOOL AND EQUIPMENT SALE. Saturday, Sept. 24th, 10 till 4.

Complete sets of hand tools, electric and pneumatic tools used while building 5 aircraft.

Thousands (literally) collection of AN nuts, bolts, rivets, riveting and sheet metal tools.

Open sand blasting device and media blasting cabinet with vacuum system. Spools of aircraft wire and wiring tools. SS braided hose A/N fittings #4, 6, and 8. 5 tool carts on wheels. MANY more items. Hangar L-4 (first right turn entering airport area) across from Rafe and next to Steve Silver. 10am - not before please. Thanks, Jim Clark, Jerry Gustafson, Tim Steers.

This from Bill Wheadon:

Douglas AD6 Skyraider - Round Engines vs Jet Engines

The Douglas AD6 is the US Navy version of the Skyraider.

Starting, take off and flying with the wonderful radial engine powered Douglas AD-6 Skyraider)

Starting the 3350-radial engine on an AD-6
Be sure you drain both the sumps. (You can fill your Zippo lighter while you do this)

Look out the left side of the oily cockpit canopy and notice a very nervous person holding a huge fire bottle. Nod to this person.

1. Crack throttle about one-quarter of an inch.
2. Battery on
3. Mags on
4. Fuel boost on
5. Hit starter button (The four bladed 13' 6' prop will start a slow turn)

6. Begin to bounce your finger on top of the primer button. This act requires finesse and style. It is much like a ballet performance. The engine must be seduced and caressed into starting.

7. Act one will begin: Belching, banging, rattling, backfiring, spluttering, flame and black smoke from the exhaust shooting out about three feet. (Fire bottle person is very pale and has the nozzle at the ready position)

8. When the engine begins to "catch" on the primer. Move the mixture to full rich. The flames from the exhaust will stop and white smoke will come out. (Fire bottle guy relaxes a bit) You will hear a wonderful throaty roar that is like music to the ears. Enjoy the macho smell of engine oil, hydraulic fluid and pilot sweat.

9. Immediately check the oil pressure and hydraulic gages.

10. The entire aircraft is now shaking and shattering from the torque of the engine and RPM of prop. The engine is an 18-cylinder R-3350 that develops 2,700 HP.

11. Close cowl flaps to warm up the engine for taxi.

12. Once you glance around at about 300 levers, gauges and gadgets, call the tower to taxi to the duty runway.

Take off in the AD-6

1. Check both magnetos
2. Exercise the prop pitch
3. Cowl flaps open.
4. Check oil temp and pressure.
5. Crank 1.5 degrees right rudder trim to help your right leg manage the torque on takeoff.
6. Tell the tower you are ready for the duty runway.
7. Line the bird up and lock the tail wheel for sure.
8. Add power slowly because the plane with the power and torque of the monster engine and the prop definitely wants to go left.
9. NEVER add full power suddenly! There is not enough right rudder in the entire world to hold it straight.
10. Add more power and shove in right rudder till your leg begins to tremble.

11. Expect banging, belching and an occasional manly fart as you roar down the runway at full power. (I have found that the engine can make similar noises)
12. Lift the tail and when it "feels right" pull back gently on the stick to get off the ground.
13. Gear up
14. Adjust the throttle for climb setting
15. Ease the prop back to climb RPM
16. Close cowl flaps and keep an eye on the cylinder head temp.
17. Adjust the power as needed as you climb higher or turn on the super charger.

Flying with the round radial engine

1. Once you reach altitude which isn't very high (about 8000 feet) you reduce the throttle and prop to cruise settings.
2. The next fun thing is to pull back the mixture control until the engine just about quits. Then ease it forward a bit because this is the best mixture.
3. While cruising the engine sounds like it might blow or quit at any time This keeps you occupied scanning engine gauges for the least hint of trouble.
4. Moving various levers around to coax a more consistent sound from the engine concentrates the mind wonderfully.
5. Note that at night or over water a radial engine makes noises you have never heard before.
6. Looking out of the front of the cockpit the clouds are beautiful because they are slightly blurred from the oil on the cockpit canopy.
7. Seeing lightning in the clouds ahead increases the pucker factor by about 10 to 1.
 - A. You can't fly high enough to get over them and if you try and get under the clouds---you will die in turbulence.
 - B. You tie down everything in the cockpit that isn't already secured, get a good grip on the stick, turn on the deicers, tighten and lock your shoulder straps and hang on.
 - C. You then have a ride to exceed any "terror" ride in any amusement park ever built. You discover the plane can actually fly sidewise while inverted.

8. Once through the weather, you call ATC and in a calm deep voice advise them that there is slight turbulence on your route.
9. You then scan your aircraft to see if all the major parts are still attached. This includes any popped rivets.
10. Do the controls still work? Are the gauges and levers still in proper limits?
11. These being done you fumble for the relief tube, because you desperately need it. (Be careful with your lower flight suit zipper)

The jet engine and aircraft

Start a jet

1. Fuel boost on.
2. Hit the start button
3. When the JPT starts to move ease the throttle forward.
4. The fire bottle person is standing at the back of the plane and has no idea what is going on.
5. The engine lights off---and---
6. That's about it.

Take off in the jet

1. Lower flaps
2. Tell the tower you are ready for takeoff.
3. Roll on to the duty runway while adding 100% power.
4. Tricycle gear---no tail to drag---no torque to contend with.
5. At some exact airspeed you lift off the runway.
6. Gear up
7. Milk up the flaps and fly.
8. Leave the power at 100%

Flying the jet

1. Climb at 100%
2. Cruise at 100%
3. It is silent in the plane.
4. You can't see clouds because you are so far above them.
5. You look down and see lightning in some clouds below and pity some poor fool that may have to fly through that mess.
6. The jet plane is air conditioned!! Round engines are definitely not. If you fly in tropical areas, this cannot be stressed enough.

7. There is not much to do in a jet, so you eat your flight lunch at your leisure.
8. Few gauges to look at and no levers to adjust. This leaves you doodling on your knee board.
9. Some call their girl friends on the cell phone and say: "Guess where I am etc."

Some observed differences in round engines and jets

1. To be a real pilot you have to fly a tail dragger for an absolute minimum of 500 hours.
2. Large round engines smell of gasoline (115/145), rich oil, hydraulic fluid, man sweat and are not air-conditioned.
3. Engine failure to the jet pilot means something is wrong with his air conditioner.
4. When you take off in a jet there is no noise in the cockpit. (This does not create a macho feeling of doing something manly)
5. Landing a jet just requires a certain airspeed and altitude---at which you cut the power and drop like a rock to the runway. Landing a round engine tail dragger requires finesse, prayer, body English, pumping of rudder pedals and a lot of nerve.
6. After landing, a jet just goes straight down the runway.
7. A radial tail dragger is like a wild mustang--it might decide to go anywhere. Gusting winds help this behavior a lot.
8. You cannot fill your Zippo lighter with jet fuel.
9. Starting a jet is like turning on a light switch---a little click and it is on.
10. Starting a round engine is an artistic endeavor requiring prayer (curse words) and sometimes meditation.
11. Jet engines don't break, spill oil or catch on fire very often which leads to boredom and complacency.
12. The round engine may blow an oil seal ring, burst into flame, splutter for no apparent reason or just quit. This results in heightened pilot awareness at all times.
13. Jets smell like a kerosene lantern at a scout camp out.

14. Round engines smell like God intended engines to smell and the tail dragger is the way God intended for man to fly.

Pass this on to real pilots.



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 2022!** SEE YOU THERE!

**REMEMBER! THE SEPTEMBER MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, SEPTEMBER 13 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!
THE 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