



# THE FLYING TIMES

The Official Newsletter  
of the Sonoma Sky Crafters

EAA Chapter 1268

Sonoma Skypark Airport  
21870 Eighth Street East  
Sonoma, CA 95476

MAY 2013



## WALT LEWIS GIVING FLYING LESSONS

The Air Explorers are operating on a limited budget right now.

### **CHAPTER OFFICERS**

President: Don Booker, 707-938-9461  
Vice Pres: Jeanette Woods, 707-996-4563  
Secretary: Marsi Fahraji, 415-686-5254  
Treasurer: Bill Wheadon, 707-224-3901  
Membership: Bill Wheadon, 707-224-3901  
Building Chair: Darrel Jones, 707-996-4494  
Young Eagles: BK White, 707-996-1335

Dinner Co-ord.: Roy Myers, 415-897-2983  
BOD: Paul Seibert, 707-939-7491  
BOD/Air Ex: Robin Tatman, 707-553-2747

### **FIRST THINGS FIRST**

The April meeting is this **Tuesday, May 14.**  
The Board of Directors meet at 6:00 p.m.

Dinner is at 7:00 p.m. after the Board of Directors' meeting, and is \$6.00 per person. Our chef for the month will be Catherine Jones, who will be preparing her own chili recipe, with salad, cornbread and home made cookies for dessert.

We actually had double-booked a speaker for the meeting. Bill Wheadon has Gene Stangel and Don Booker has Gardner Bride. Hopefully Gardner can take a later meeting since Gene is already prepared for this Tuesday.

Bill wrote:

Darrel,

You asked me to send a reminder prior to our meeting regarding the speaker so you could put a blurb in the newsletter. His name is Gene Stangel and he's based at Napa. His talk is about his forced landing on the Bonneville salt flats following a complete engine failure. I've attached a copy of the two part article he wrote for our Napa Pilots newsletter (there is a part 3 that he'll cover in his talk). There's a picture in the article of Gene and his wife standing beside the airplane after the landing with just some of the emergency vehicles in the background - I don't know if you can (or want to) extract the picture so I attached that picture also.  
Bill

I'll put the article at the end of this newsletter.

This will be a quick newsletter since I had to work this weekend. If I miss anything let me know and I'll get out an update later in the month.

**EAA 1268 MEMBERSHIP CHAIRMAN  
AND TREASURER REPORT**  
May 2013

Since activity in the Membership and Treasurer departments is low, I'll just give our checking account balance - \$4669.28

with no disbursements and one deposit of \$34.

See you at the meeting,  
Bill Wheadon

**YOUNG EAGLES MAY 12**

It was a beautiful day at Sonoma Skypark. Chapter 1268 pilots flew fourteen Young Eagles with ground crew duties handled by BK, Paul Siebert, and Walt Eastland and Walt Lewis giving ground school. Jasmine again took care of registration. The pilots were Frank Russo, Bill Wheadon, Jeanette Woods, Ron Price and Darrel Jones.

Come out and join in when we fly again June 9.

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](mailto:eagle1@vom.com) or by calling him at 707-996-1335.

**AIR EXPLORER UPDATE**

The latest from the Air Explorers:

A big welcome to our newest member to Explorer Post 1268: Jacob Smith! And a big vote of appreciation goes to his mom Lisa for hunting us down on the internet (no easy feat it turns out) and bringing him to the event from Benecia. He got to fly of course (and had a great time), stayed for the meeting, and signed up.

Congratulations are in order to Garrett Porter and Daniel Shulte who are two of the four recipients chosen for Air Venture scholarships at Oshkosh this year. And a big THANK YOU to our EAA Chapter for offering those scholarships! We'll get a report on their trip at the October EAA meeting.

At our April meeting, we did a fun exercise out of the AOPA Path to Aviation Teacher and Student Handbook. Each Explorer got

their turn to "fly" a wheelbarrow which (thanks to Walt and parent Greg Richie) simulated forces acting on an airplane in flight, and all of the stick movements involved in flying a pattern. Walt provided the wheelbarrow and stick (the hand of a hammer), and Explorer Extraordinaire Daniel Shulte quickly noticed something was missing. He retrieved a paper plate from the kitchen to provide a much needed trim wheel...

Our next upcoming field trip is to Beale Air Force Base this coming Friday. Beale is home to a fleet of 33 U-2 high altitude reconnaissance aircraft and an altitude training chamber. The purpose of the trip is to learn about the impact of oxygen (or lack there of) on pilots while flying. A side benefit will be to watch one of the U-2 pilots suit up in their high altitude pressure suits in preparation for a flight, as well as get a tour of the base. It should be a great day!

As a side note to our members: Altitude training was once available at McClellan AFB to any licensed pilot on base courtesy of an agreement between the military and the FAA. That agreement is no longer in effect. Pilots can get altitude training but you'll have to do a cross country to get it: it is only available currently in Oklahoma City at the FAA's aeromedical facility.

Robin Tatman, Post 1268 Advisor

### **MOVIE NIGHT AT SKYPARK**

Movie night for March will be **Friday, May 24.**

The movie this month will be "Keep 'Em Flying" with Abbot and Costello.

Released by Universal Pictures just one week before the Pearl Harbor attack, Abbott and Costello pitch in to help with the Air Corps pilot training at Cal-Aero Academy in Ontario (now Chino), California. There are lots of laughs here with these two comedy professionals and even more when

Martha Raye joins in with her dual roles.

The charm of this production, however, is not the humor, but the scenes of the ongoing operational flight training that took place there. From 1940 to 1944, more than 12,000 young pilots earned their wings at Cal-Aero. Many of the original structures exist today and are still serving in an aviation capacity. In contemporary times, due in large part to the fabulous collections of Planes of Fame and Yanks Air Museum, Chino Airport has become a center for restoration and flying of World War II and other vintage and antique aircraft. Vintage Movie Night always begins with an action packed serial chapter of **Sky King** complete with original commercials and a cartoon or period newsreel. Admission and popcorn are always free, and Pizza and a beverage are a \$5 donation. We are pleased to have special guest and Skypark aviator Charlie Tsegeletos, Cline Cellars winemaker, bring some samples and share his insights on his award winning wines. The fun begins at 6 PM in the bright, blue Skypark clubhouse hangar on the taxiway just east of the airfield office.

See link for movie trailer below:

<http://www.youtube.com/watch?v=1peQ5ia-gq7s>

Also, here is the link to the simulcast from the International Space Station with Canadian astronaut and ISS Commander Chris Hadfield with the Bare Naked Ladies and an outstanding youth chorale. Turn up your volume and enjoy this amazing first from space!

<http://youtu.be/AvAnfi8WpVE>

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 movie night, **FRIDAY, MAY 24** at 6 p.m.

**DINNER SCHEDULE**

We are lining up our celebrity chefs for 2013 so let Roy know if you would like to be one of our famous chefs for the upcoming year. Roy can be found at [Flyboyroy@aol.com](mailto:Flyboyroy@aol.com) or by phone at 415-897-2983. You can also let me know at [wd6bor@vom.com](mailto:wd6bor@vom.com) and I'll put you on the roster.

The schedule for this year so far is:

Month	Cook	Meal
<b>2013 DINNER SCHEDULE</b>		
MAY	Catherine J.	Chili, salad
JUN	?	?
JUL	?	?
AUG	?	?
SEP	?	?
OCT	Air Explorers	Chili
NOV	Ron P.	Chili

DEC	XMAS	PARTY
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**SPEAKERS**

We are always, continually, everlastingly looking for speakers for our monthly programs. If you don't want to show your own baby pictures at a meeting, think of an alternative program or speaker and let us know what you would like to hear.

We will be trying a new method of arranging for speakers. We will ask for volunteers, not to necessarily be the speaker themselves, but to ask someone they know to be the speaker for the month they've selected. If we can fill out the schedule at the February meeting for speakers and dinners then we can sit back and relax for the rest of the year.

We already have some volunteers with Tat talking about airway beacons, Travis inviting ATC controllers from the Napa tower, Rich Cooper lining up a formation flying presentation, John Carmichael talking about seaplane operations, and Craig McDonald and Les Goldner agreeing to either find speakers or give presentations themselves.

Send an email to me at [wd6bor@vom.com](mailto:wd6bor@vom.com) so we can get your program or speaker information into the newsletter.

Month	Speaker/Member	Subject
<b>2013 SPEAKER SCHEDULE</b>		
MAY	Gene Stangel	Engine out
JUN	Gardner B.?	Flying tales
JUL	Craig McD	Airplanes
AUG	?	
SEP	?	
OCT	Air Academy	
NOV	Eric Presten	Bleriot
DEC	FROSTY	ICING OPS

**2013 EAA 1268 CALENDAR**

Send me any events you have for the calendar and I'll put them in.

DATE	EVENT
5/12	Young Eagles, 9:00 am, SSP
5/14	EAA 1268 meeting, 7:00 pm, SSP
TBD	Aeroelectric seminar on aircraft electrical systems at Skypark
5/24	Skypark movie night, 6:00 pm
6/7,8,9	Golden West, Yuba City Fly-in
6/9	Young Eagles, 9:00 am, SSP
6/11	EAA 1268 meeting, 7:00 pm, SSP
6/28	Skypark movie night, 6:00 pm
7/9	EAA 1268 meeting, 7:00 pm, SSP
7/14	Young Eagles, 9:00 am, SSP
7/26	Skypark movie night, 6:00 pm
7/29-8/4	EAA AirVenture in Oshkosh, WI
8/11	Young Eagles, 9:00 am, SSP
8/13	EAA 1268 meeting, 7:00 pm, SSP
8/30	Skypark movie night, 6:00 pm
9/8	Young Eagles, 9:00 am, SSP
9/10	EAA 1268 meeting, 7:00 pm, SSP
9/27	Skypark movie night, 6:00 pm
10/8	EAA 1268 meeting, 7:00 pm, SSP Officer nominations
10/13	Young Eagles, 9:00 am, SSP
10/25	Skypark movie night, 6:00 pm
11/10	Young Eagles, 9:00 am, SSP
11/12	EAA meeting, 7:00 pm, SSP Officer elections
11/29	Skypark movie night, 6:00 pm
?	Christmas party at Skypark
1/1/13	New Years Day at Skypark?

### **EAA CHAPTER 1268 MINUTES**

**April 9, 2013**

EAA Chapter 1268 - BOD Meeting

Commenced: 6:15 pm

Present: Don Booker, Darrell Jones, Bill Wheadon, Janette Woods, Paul Siebert, Roy Myers, B.K. White, Marsi Fahraji.

1. Membership: 60 Members; 15 Associates; 2 New Members; Non-Renewals: 11
2. Treasurer's Report:  
- Operating Account \$4,635.28.

- We need to file our 990N tax return by May 15.

3. Vice President's Report: Submission of revised Young Eagle's Pilot Roster

4. Discussion re Young Eagles and flights pilots make: We need number of flights each pilot makes, to total 10 per pilot, evenly.

5. Note re EAA ID numbers now used, are one in the same; as Pilot ID and EAA numbers are now the same.

6. Air Explorers has now started a Book Club.

7. We need commitments for speakers for the months of: June, August and September.

Meeting Adjourned 6:50 p.m.

EAA Chapter 1268 - General Meeting,  
March 2013

Commenced: 7:25 pm

Greatly Appreciated Cooks: B.K. White (Salad); Don Booker (frosting on the cake); Roy Myer (from A - Z).

President: Thank you to Darrell Jones for leading last month's meeting.

Vice President: No comments.

Treasurer: Operating Account Balance \$4,635.28

Secretary: No Comments.

Air Explorers: Robin Tatman, not present.

Membership: Two additional members are welcomed: W. Eastland and S. DeVille

Young Eagles (B.K. White): Not until next Sunday.

Congratulations to Bill Wheadon for flying his 500th Young Eagle in April, 2013 (Amir Fahraji).

Old Business:

Need one more dinner month to cover. We are asking for volunteers.

We will sponsor four Young Eagles for the Air Academy in Oshkosh and look forward

to fully funding the trip. Coordination of flights is pending.

New Business: None.

Speaker: Aaron Singer of Sea Plane Ventures -- on "Lines & Anchors".

7:40 pm Meeting Adjourned.  
Marsi Fahraji, Secretary

### **MAY SPEAKER'S ARTICLE**

Glasair Engine Failure and Emergency Landing on the Bonneville Salt Flats  
Part One: The Emergency, Landing and Lessons

Part Two: The Engine Autopsy, Proximate Failure Cause and Lessons

Part One:

On a beautiful fall day in early October my wife and I were on a VFR flight plan flying our Glasair from Napa to South Regional (Salt Lake City). The flight was completely uneventful, with all engine parameters and alarms in the "green," until we got approximately 15 miles east of Wendover. The engine went from running great to seized within about 2 minutes and we had to make an emergency landing on the Bonneville Salt Flats alongside I-80, about 5 miles east of Wendover. We were a "glider" for about 6-7 very exciting minutes. The landing was a complete success, with no injuries and nothing but salt and mud on the airplane. But to be sure, I learned many things, or had many old lessons re-enforced as a result of the "occurrence." I'd like to candidly share some of those experiences and observations with fellow pilots.

When your engine quits, it gets REAL quiet. It's surreal. Your mind races. And the impact of that - everything around you happening in slow motion. After doing the rough engine checklist, I had to turn off the auto pilot to begin a 180 degree turn back towards the Wendover Airfield. I also had to reset the comm radio to 121.5. I could

see and watch in slow motion as my arm and finger ever so s-l-o-w-l-y reached for and actuated these switches. It took what seemed like minutes. I made the "Mayday" call and got an immediate response from an airliner. He relayed my call to Salt Lake Approach and in turn they gave me a dedicated frequency to Salt Lake Center. They were very helpful, making sure where I was, that I was heading back to Wendover, organized the ground base emergency response, etc.

When my engine quit it was quite apparent that there was going to be no re-start. I recall something of a calming sensation happening as I was looking at the stationary propeller blades. It was something like... Well, OK, I guess now I'll just focus on flying the "glider." It almost felt like a release; to focus on fewer, and now more important things.

As I turned back to Wendover one instrument on my panel lit-up in front of me: my Angle of Attack Indicator. In normal cruise flight it is hardly noticeable. However, as a "glider" I was immediately flying much closer to an optimum L/D and the instrument's lights were bright and in front-center of the panel. I realized that this instrument would be significant in helping me make a smooth landing. (I'd never made a "no-engine, stuck-prop" landing.) But I'd used my Angle of Attack indicator on every landing. It was like an old, reliable friend, guiding me to a good touchdown. I did glance once at my rate-of-decent instrument. It was showing 1000'/min.

So, with the "glide slope" in-hand, I turned my attention to where to land. By then at about 10,000 feet, it looked like I had a lot of good choices. But after getting on the ground, turns out that was not so much the case as I'd thought. The salt flats are crisscrossed with ditches. Also, the salt is very thin in many places, with very deep, soft, sticky mud underlying the salt. I was

headed back to Wendover Airfield and was right above I-80. So I decided to land somewhere along the freeway. (No, I didn't seriously consider landing on the freeway, and I'm very glad I didn't.) I also made the decision to choose an area that looked "white" rather than brownish-white or grayish-white. Good choice! The salt we landed on was relatively smooth and dry. The wheels only sunk-in to the surface about 1/2" as I rolled out... to what was one of the better, smoother landings I'd ever made. We ended up about 50 yards south of I-80 and about 5 miles east of Wendover.



My wife was scared to death, thinking when the engine quit we were going to drop out of the sky like a "rock." But she fortunately didn't panic. See my observations below.

I was fortunate to have landed close to the highway. After ensuring our health and safety the emergency responders began considering options for moving my plane. The first went something like: "...hey, we've got our emergency saw on the truck. Let's just cut the wings off." Fortunately I was able to quickly squash that idea. Eventually, I was fortunate enough to talk the Highway Patrol and Sheriff's department into closing one lane of the freeway so the plane could be towed back to the Wendover Airfield. After about 5 hours, my plane was safely hangered in a WWII vintage hanger at the Airfield.

After spending the night in Wendover the next day our daughter, who lives in South

Jordan, picked us up and on Saturday we celebrated our grandson's first birthday - the original purpose of the trip. What a JOY!

On Sunday I drove back to Wendover with a gas-powered pressure washer, rags and WD-40 to clean and treat the metal parts of the airplane. In moving the plane back to the freeway we had to drag it through some very soft mud/salt. I washed a couple hundred pounds of mud/salt from the gear and fuselage. The next day my wife and I flew on SWA back to CA.

On Tuesday the paperwork began. I had already talked to the NTSB the day of the "occurrence." They were satisfied that day that they had no further interest in the case and "released the plane back to me, pending the FAA's investigation." The day of the incident I called my insurance company, and within just 2-3 hours of the landing I'd also been contacted by a field representative of the FAA. The first day home I gathered up my aircraft, engine and pilot's log books (kept at my hanger) and began making copies (scans) for the FAA & my insurance company. I spent most of the day on Tuesday completing answers to the FAA's questions. The following day was spent doing the same for the insurance company. Many of the latter questions and document requests were the same, but the insurance company questions were clearly biased towards: did I do or omit doing something that would excuse them from paying a claim. The FAA's interest in the "occurrence" (an official classification by the FAA, at their lowest level of concern/interest) was met and within another day they also had released the plane back to me. One issue they were initially interested in was that the engine had only 220 hrs. on it. They wanted info on the shop that had built the engine for me. But when they learned it had been nearly 5 years since the overhaul was performed, they dropped that inquiry.

I've since been back to the Wendover Airfield and with my friend and hanger neighbor, Dick McCormick's, and with his amazing help have pulled the engine and done very thorough gear inspections and retraction checks. The engine is now on its way to the shop that built it for an autopsy. One question I'm always asked is "what caused the engine to seize so quickly?" I won't have a definitive answer to that until after the autopsy, but during the removal Dick spotted a bulge and 3" long crack in the lower cast right in-line with the #2 cylinder, about where the main or rod bearing would be located. More to follow on this topic. (See Part Two, below.)

So what have I learned or re-learned from this "occurrence"? (Not necessarily in priority order)

Fly the airplane - FIRST; I was fortunate to have and used an AofA indicator. It afforded me an effective way to ensure I didn't lose control of the airplane in a completely unfamiliar power/prop configuration, automatically accounting for gross weight and a huge 3-bladed speed brake on the nose. It also gave me the maximum amount of time as a "glider" to plan my landing.

Altitude above you is WORTHLESS: I sure would have like to have had more time to plan once the engine quite... My airplane can easily fly much higher than 11,500'. In the future I will ALWAYS choose the higher routing option

Off field landings in a retractable-gear aircraft - might best be made with gear UP: Turns out I chose well in selecting a place to land. However, I came shortly to learn that I was very lucky... that the area was fraught with hazards that could have snagged my landing gear and "tripped" my Glasair. I will more seriously consider landing gear-up if such a need ever occurs again.

Memorize your emergency checklists  
Even though it SEEMS like everything is happening in slow motion, it's not. And what time you do have is PRECIOUS. You can't afford digging thru checklists to find the right one.

Use ALL of your emergency checklists:  
After sitting in the plane on the ground for a few minutes, enough time for to reflect a bit on what I'd done and not done, I realized I had NOT done the checklist for preparing the plane for an off-field landing. Even though it appeared I had a beautiful place to land, I was LUCKY this oversight didn't kill me and my wife. Had we hit one of the many ditches or a soft muddy spot upon landing, we would likely have turned turtle and the results could easily have been much worse for us.

Know the T&C's of your insurance policy:  
Did you know that an engine failure is NOT covered by your insurance? Pretty much the same as an auto policy. If you wreck the plane or car as a result of the engine failure, your insurance will pay for repairing the damage to the car or airplane, but NOT to the engine. I was fortunate to have not damaged my Glasair. And because the plane was retrieved to an airport with no maintenance services, my insurance company was willing to work with me on an option to return the plane to service at the Wendover Airfield. My policy (thru the EAA, and a good one) has a one-page list of my coverages - it simply specifies what coverage limits are. The remaining ~15 pages are listings of exceptions. And nowhere in the policy does it detail what, exactly, your policy will do for you in a claim... such details as recovery of the plane, repairs and where, trip continuation; the policy is silent. So, if you have a claim be prepared to negotiate.

Regular passengers should be trained: My wife was justifiably scared when we lost the engine. But I should have seen to it long



ago that she knew enough about aerodynamics to understand what happens when a powered aircraft becomes a glider (and not a "rock".) Also, if she does ever choose to fly with me again, it will only be after I've taught her the basics of flight control and radio usage in an emergency.

Water: We both "plan" our longer trips with regards to limiting our liquid intake before we head off on a 2 or 3 hour flight. Our route took us over vast expanses of desert. We landed alongside a freeway with ready emergency support. Had it been almost any place else along our route, we could have been seriously dehydrated by the time help arrived.

Above is a picture of my wife and me, along with about 1/3 of the emergency response vehicles that came to our aid.

#### Glasair Engine Failure and Emergency Landing on the Bonneville Salt Flats Part Two:

Everyone asks me and wants to know what happened to cause this occurrence. Why did the engine fail so suddenly? What broke and why? Did the shop that overhauled my engine stand behind me? And perhaps most importantly, how does one prevent such failures from happening? Here are the answers:

First a little background on the engine and me. My Glasair is (was) powered by a Lycoming IO-360 A1A (200 hp, angle valve engine.) The engine was "born" sometime in 1967 or 68 and was originally installed in a 1968 Mooney. I bought the engine with about 1200 hours on it along with my Glasair kit in 1998. By the time I was ready to install the engine it had been mothballed for 15 years. So I decided it would be prudent to have it completely rebuilt prior to flying the Glasair. The engine was sent to Eagle Engines in Redding, CA, about 5 years ago for the overhaul. During the overhaul they were to inspect all components (including the case, crank and cam), re-face the case split-lines, re-bore the main bearings, install 10:1 compression

pistons, balance the rotating components, and flow match the cylinders. All was done, engine installed and successfully flown for 220 hours prior to the failure reported in part one of this article.

I was the Maintenance Director for Valero's Benicia Refinery before I retired 5 years ago. In that capacity I had several machinery reliability engineers working for me. To answer many of the above noted questions I have tapped heavily on those exceptionally talented and experienced friends. As a result of the professional expertise that was shared with me, I have what I consider a better-than-average root cause failure analysis to report. And I can share with you some tips on how to avoid such a problem when it's time to have your engine overhauled.

The proximate cause of the engine failure was a classic fatigue failure of the crank. Below is a photo of the two crank pieces: Yes, that is a complete separation at the crank web between the #2 rod journal and the #2 main bearing.



Here is what the fracture surface looks like: The experts all weighed-in and agreed that what you see in this photo is a "classic" example of fatigue failure. The cause of fatigue failure is cyclic stress coupled with a flaw in the surface of the stressed part. A crank is a highly and cyclically stressed component of an engine. The loads on the crank cycle each time a piston fires. My layman's explanation of the process: fatigue failure starts with a flaw in the surface or subsurface of the stressed component. The flaw can be casting porosity, a nick, a

scratch, a dent, etc. The stress begins “working” at the flaw and eventually causes it to “grow” until the part fails. The concentric pattern of swirls you see are one of the indicators of fatigue failure. The swirls, interestingly, emanate outward from the “flaw” that started the progression. The cyclic stress is always going to be present in a crank. So where did the flaw come from? There are two potential sources. The flaw might have been a part of the original fabrication of the crank, a casting occlusion or porosity, perhaps just under the surface of the web. Or, during inspection of the crank a flaw was overlooked. (A competent engine overhaul ALWAYS includes non-destructive testing of the crank.)



So, which was it? It’s almost impossible to say for sure, but either way, the shop doing the overhaul had an obligation to perform a thorough inspection of the crank. The reason that a crank is inspected during an overhaul is specifically to PREVENT a fatigue failure by identifying any flaw that could lead to this catastrophic failure mechanism. The inspection is your ONLY opportunity to avoid such a failure.

So did Eagle Engines stand behind their overhaul? The answer is an emphatic YES! To summarize the background: The engine was overhauled almost 5 years ago... a long time for any warranty consideration. But, it only had 220 hrs of operation when the failure occurred. The engine was a total loss, virtually no core value. The engine had been

“hot-rodged,” but not to an excessive extent (Lycoming even builds variants of this engine with 10:1 pistons.) But while rare, a crank fatigue failure is a very serious and preventable form of engine failure.

I am very pleased with the agreement that I reached with Eagle Engines and I would continue to highly recommend them to anyone for a competent, cost-effective engine overhaul. Because my engine was a total loss there were only a couple of options for replacing it: buy a “core” and overhaul it, or, buy a brand new engine. 200 hp Lycoming cores are almost impossible to find and if you can their cost plus the cost of an overhaul is about the same, or more than the cost of a new engine. So the agreement we reached is that Eagle Engines and I are roughly splitting the cost of a new, Superior “IO-361.” This is Superior’s new (and improved) version of Lycoming IO-360 angle valve engine. This is a “kit” engine that Eagle will be assembling for me. They are also including balancing the rotating components and flow matching of the cylinders. I feel this is a most equitable agreement. I get a brand new engine. With it, someday, I may convince my wife that it is safe to fly with me again!

What can one do to prevent a catastrophic fatigue crank failure? The key is a competent and thorough inspection of the crank during your overhaul. Be INVOLVED in the overhaul process! Ask your shop what technique they are going to use. There are two that are common, fluorescent dye being the most common. What is the experience level of the technician doing the inspection? What tolerances and acceptance criteria are they applying? By engaging with your shop on these details you will convey an understanding of the importance of the inspection process, and more importantly, your priority for the thoroughness of your overhaul (and your safety.)

**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 2013!** SEE YOU THERE!

**REMEMBER! THE MAY MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, MAY 14 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**