



# THE FLYING TIMES

The Official Newsletter  
of the Sonoma Sky Crafters

EAA Chapter 1268

Sonoma Skypark Airport  
21870 Eighth Street East  
Sonoma, CA 95476

DECEMBER 2020



BOEING 247- THE FIRST MODERN AIRLINER

## **CHAPTER OFFICERS**

President/AE: Robin Tatman, 707-553-2747

Vice President: Darrel Jones, 707-799-6382

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: Roland Gangloff, 707-935-1832  
Web editor: Gretchen McDougall  
BOD/Building/Newsletter: Darrel Jones, 707-799-6382

### **FIRST THINGS FIRST**

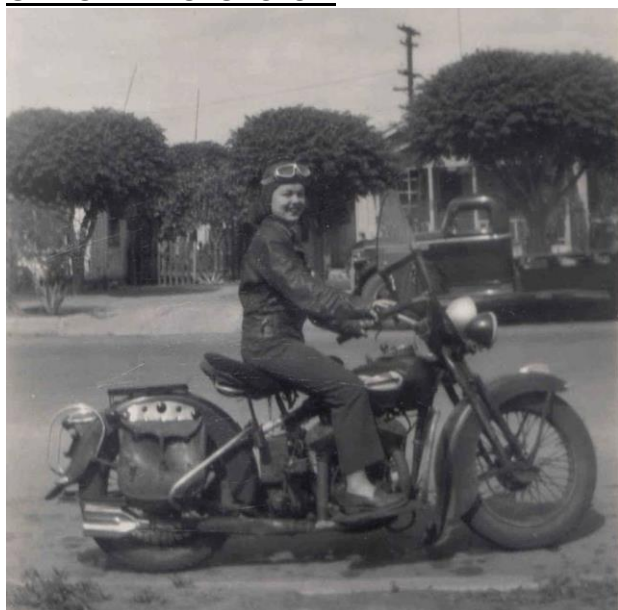
The January meeting is this **Tuesday, December 8**. The Board of Directors will meet at 6:00 p.m. and the General meeting will start at 7:00, both on Zoom.

We don't have regular program scheduled but Robin thought that since we had to cancel the Christmas party that we could have a little cocktail social hour after the officer's reports. I'll send out the Zoom invitation tonight.

Use this link to join a Zoom test meeting to try out your connection.

<https://support.zoom.us/hc/en-us/articles/115002262083-Joining-a-test-meeting>

### **GIRL ON A MOTORCYCLE**



If you're wondering how this feature started in the newsletter, that's my Mom.

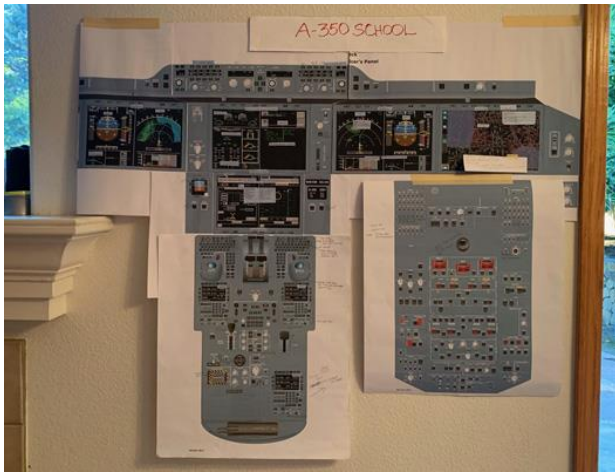
### **PRESIDENT'S/AIR EXPLORER REPORT**

Hi Everybody!

I hope everyone is staying as healthy as possible in our current pandemic. My Thanksgiving, like most of yours was very quiet, and thanks to friends that cooked, I didn't have to - left overs was the order of the day. Both a trip to Hawaii the week before was cancelled, and all regular Thanksgiving plans altered. I am sure Christmas will be the same for my family.

I haven't been flying at all, except thankfully with Bob. I've temporarily replaced the habit with studying, which is not nearly as fun but extremely necessary. As of today, I have 14 days left until I leave for training in Atlanta. Everywhere is a COVID hotspot, and the training center is no exception. Usually, I just have to stress out about passing a checkride. Now we are adding keeping ourselves, our training partners, and our families back home safe. Delta has ramped up their testing quite a bit, and I am hoping to take advantage of it throughout the duration of my training.

I am guessing I will be done with the entire process, sim and OE, around mid to late February. My schedule in Atlanta is pretty much 5 on/2 off, and I am hoping to be able to come home for a day on Christmas Eve and New Year's Eve. Just for fun I am sending Darrel a picture of my new cockpit. It wouldn't quite fit on my wall space, but it is helpful to study systems and procedures on. In the Airbus world there are LOTS of Pbs - push buttons. At least all the computer screens are big and hard not to miss. And for any of you who flown any Airbus' aircraft, the guy is still there calling you a "Retard" when you land, especially if you don't pull the throttles to Idle fast enough.



Robin's A-350 simulator.

I will miss the January meeting, so I'll say Happy New Year to you all right now. I know millions of people that will be thrilled to kick 2020 out the door, and make room for lots of good things coming out way in 2021.

Since our regular Christmas Party has been foiled, I am hoping you will all pop in for a few minutes and say hi at the Zoom meeting Tuesday evening. It will be more like a Zoom happy hour. Don't wear a mask, wear a something festive for a change - Santa hat, lights, etc. And grab a beverage.

Merry Christmas, and may 2021 mark the end of the pandemic.

Love, Robin

### **2021 OFFICERS**

We didn't have any members step forward and demand that they be allowed to serve as an officer for 2021, so the officers on the roster in the newsletter will serve the Chapter for the upcoming year.

Roland Gangloff is the new Scholarship Committee chairman and is working to get the Chapter flight training scholarship program organized.

### **EAA 1268 MEMBERSHIP CHAIRMAN AND TREASURER REPORT DECEMBER 2020**

**Treasurer** Now that a new and hopefully better year is approaching, dues renewals for 2021 are starting to roll in. For the month of November, we had five renewals for a total bank deposit of \$75. There were no expenditures in November. 1268 chapter funds total \$1455.05 distributed among the following accounts:

Checking	\$9118.09
Saving	\$ 113.61
CD	<u>\$ 5223.35</u>
total	\$14,455.05

That's all for now – any questions email or call me – contact information is in the newsletter.

Stay safe,  
Bill Wheadon, Treasurer EAA Chapter 1268  
Membership Chairman and Treasurer

### **YOUNG EAGLES**

This from BK:

Once again, I don't have any "STUFF" to send. Just waiting in the warm-up area to get flying again. Jeez, by the time we get to fly again all our current planes will be antiques. Keep up the good work.....B.K.

We are all looking forward to flying Young Eagles again. As always BK White is looking for volunteer pilots, ground crew and registration helpers for our monthly Young Eagles events for when we get back in operation.

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.

**MOVIE NIGHT AT SONOMA SKYPARK**

We have talked about having a Zoom movie night but the details haven't been confirmed yet. We'll let you know when and if we get that program going.

Nobody said anything about the movie photo in the last newsletter. You are getting jaded.

**CHAPTER ITEMS OF INTEREST**

Nathan Wilson is coming home in the near future and is looking forward to getting out to Skypark and seeing some of his friends and mentors. We'll have to ask him if he did any flying in Europe with his new license.

**DINNER SCHEDULE**

We will reschedule our chefs when we start having meetings again. Contact Robin at [robntat@aol.com](mailto:robntat@aol.com) or 707-553-2747. 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	Cooks/Meal
2020 DINNER SCHEDULE	
JAN	Robin T
FEB	Bill & Jan Wheadon
MAR	Nelleke and Rich Cooper
APR	Dinner at home(s)
MAY	Dinner at home(s)
JUN	Dinner at home(s)
JUL	Dinner at home(s)
AUG	Dinner at home(s)
SEP	Dinner at home(s)
OCT	Dinner at home(s)
NOV	Dinner at home(s)
DEC	XMAS PARTY-dinner at home

**SPEAKERS**

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

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
2020 SPEAKER SCHEDULE	
JAN	Gene Marcinkowski- Hamilton
FEB	Bruce Jamigian- Jimmy Doolittle
MAR	Yayoi West- NASA
APR	No meeting
MAY	No meeting
JUN	No meeting
JUL	Michael Wray- Vickers Gun Bus
AUG	Chapter video for August
SEP	Charlie Becker EAA flying clubs
OCT	Barnstorming film
NOV	Jorge Oros-aviation career
DEC	Zoom Xmas cocktail hour

**2020 EAA 1268 CALENDAR**

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

DATE	EVENT
12/4	Skypark Xmas Party cancelled
12/8	1268 Meeting 7 pm Zoom
1/1/20	New Years' Day 1 <sup>st</sup> Flight
Every Saturday Noon to 1:30 pm (someday) Skypark Hamburgers and Hot Dogs in the clubhouse! Currently cancelled	

**EAA CHAPTER 1268 MINUTES**

EAA 1268 Board of Directors Zoom Meeting November 10, 2020

The Board Meeting was called to order by Vice President Darrel Jones at 6:05 pm.

Present online were: Vice President Darrel Jones, Treasurer Bill Wheadon, Secretary Nelleke Cooper, Director Roland Gangloff.  
Absent: President Robin Tatman

Darrel mentioned that due to the limitations of the Covid situation we didn't have a nominating committee to nominate officers. Darrel asked if the current members were willing to continue to serve for 2021 and they all agreed.

Darrel will ask the members at the general meeting and in an email if anyone is interested and willing to serve on the Board.

Bill Wheadon confirmed that according to our Bylaws the presence of 3 directors of which 2 are current officers constitutes a Quorum at all meetings. Therefore, the current Board was approved to continue to serve.

Roland asked the officers what they thought of having a separate category to stipulate scholarships in order to know how much is available when we recruit students as this would affect our fund raising efforts. In addition, this would make it easier for the committee to distribute funds to students from the designated scholarship without additional Board meetings. This separate Scholarship fund could keep track of the moneys we accrue from i.e. the Ray Scholarship and other sources.

He mentioned that EAA National has several scholarships available, even a post graduate (after HS) one, if the studies are related to aviation, and Fabiola Chavez may be interested in that.

Bill Wheadon mentioned that it is easier for him as Treasurer if donations are specifically designed to either Air Academy or Flight Scholarships.

Bill Wheadon brought up the question as to the how much of the Chapter's funds should go to Scholarships. As it is our mission to help young people pursue careers in aviation, it was suggested that half of our funds could be designated towards that goal.

Looking at the previous years, in 2019 we received \$1,895 in scholarship donations and we only spent \$140 and in 2018 we received \$1,000 and spent \$1,200.

Darrel mentioned that each year we send a \$1,200 deposit towards Air Academy to reserve spots for participants. He suggested we designate \$2,500 annually for Air Academy. Specifically for Flight training we currently have the \$4,000 from Robin's Air Explorer's treasury and we can add an additional \$2,500, which would make \$6,500 available for 2021. It was decided to keep \$5,000 in the Chapter's Treasury as discretionary funds we could use as our cash reserve.

It was suggested to engage the Membership and ask in the Newsletter for members to sign up for a monthly contribution of \$20. or whatever level they would be comfortable with. Due to the Covid situation and very limited participation in Zoom meetings the Newsletter and separate reports become the main way of communicating with the Membership. If we would be able to generate an additional \$5,000 in donations, we could add to the \$6,500 we already have available for flying scholarships.

Darrel mentioned that the Ray scholarship has specific rules and limitations.

In Napa, Greg Murray was giving a monthly informal ground school, but this could have been taken over by Smith Aviation now.

Darrel to ask Gretchen to post the updated Scholarship application on the website with the January 31 deadline specified.

Board meeting adjourned 6:45 pm

General Membership meeting called to order by Vice President Darrel Jones 7:00 pm

The officers gave their reports to the Membership and as there were no nominations from the floor, the current Board Members will continue to serve. Roland gave his report of which a summary is in the Newsletter. Roland's phone number and email address in Newsletter.

Gretchen asked what our target is for fundraising, which will be \$5,000 initially.

Darrel mentioned we know of three student pilot right now. Each student will need approximately \$10,000 for their Private License. This would mean we would need \$30,000 if we wanted to fully sponsor all three of them. This would be pretty ambitious. It was suggested that we formalize chapter scholarships in \$1,000 increments and award them as needed depending on Chapter scholarship funds.

Our speaker for the evening is Jorge Oros.

Jorge came to Sonoma Skypark in 2007 and had his first flight as a Young Eagle when he was 13 years old. He either walked or biked to Skypark and quote "Was hanging out there all the time trying to get rides!" He got to go to the Air Academy at age 13 and met Chris Price at Brodhead, where he stayed for 14 days while they were building a New Standard, B 25 airplane. From there, he got to go to the Oshkosh Air Venture.

He first landing was with John Carmichael in his 150 when he was 14 years old. Ron Price, Darrel, and John Thomason often gave him rides and he soloed on his 16<sup>th</sup> birthday with Andy Smith as his instructor. Later he worked at Skypark in order to be able to pay for flight

lesson. He got his Private Pilot License when he was 18 when Travis Morton had the Flight School. Jorge went to the Santa Rosa JC for a year and a half and eventually decided to look for a college where he could get flight credits. He found it at Cochise, a small college near Douglas, AZ, close to the Mexican border. He got his Instrument, Commercial and Flight Instructor certificates there.

He worked in San Diego for a few months when the school called him and offered him a job. He became a faculty member and instructor. The school reimbursed him for tuition of all his college credits and paid for his CFI , II, and helped with his Multi-engine certificate. The school has nice airplanes, Diesel powered Cessna 172s, that are well outfitted with glass panels and autopilot able to shoot IFR approaches. They have well maintained and clean Cherokee Warriors, a Cessna 182 RG for Commercial Training and a Twin, a Beech Barron with 260 HP in each engine. The school has a good maintenance Department.

One of Jorge's ambitions was to purchase his own airplane, which is what he did. He owns a 1958 Twin Beech Travel Air, #35 out of the factory line. He is upgrading the panel and the interior and hopes to bring it to Skypark this Spring or Summer.

Jorge feels that Cochise College has a lot to offer to aspiring pilots. The Tuition is less than Emery Riddle and other schools and there is a better one to one student to instructor ratio.

Jorge wanted to be an airline pilot, but didn't have any idea how to go about it. He found Sonoma Skypark and says "I never would have been where I am now, without the guys at Sonoma Skypark" who mentored him. He left Sonoma Skypark with more than 400 flight hours, which was way more than the other

instructors. Right now he has over 2000 flight hours and is well on his way!

General Meeting adjourned 8:05 pm.

### SOME EXTRAS...

Here is an article from the PAPA Post that Tom generously shared with us. Bob Justman's father started Petaluma Sky ranch in about 1948 and Bob grew up there before moving to Hawaii and flying for Hawaiian Air. Bob now flies from Petaluma in another RV.

#### **There I was, flying along enjoying the view..... "Honolulu Center I'm 200 Feet and Ditching!"** by Bob Justman

The terrible storms of the past week were over, the turbulent waves of the ocean had subsided, and the skies were blue once again. I had completed the pre-flight and run-up and was taxiing down the runway in the red and white plane with the checkered tail. The RV-8 sounded great! It was going to be a very good day. I looked forward to getting over to Kauai. My wife, Honey, had been there for a week keeping a bedside watch over her critically ill grandmother, Sarah, whom she adored. Sarah was a well-known chanter and "living treasure of Kauai." We were told that she did not have much time left and we both wanted to be there for her.

Honey patiently waited at the Lihue Air Terminal for me. There was no Bob at 9 a.m., and no Bob at 9:30 a.m. She called my son, "When did your father leave the house?" Dane cheerfully replied. "Yeah mom, dad left over an hour ago." "O.K.," she thought, "maybe he just started talking with some of his buddies at the airport." The minutes ticked by. It was now 10 a.m. and Honey continued to wait until the police officer approached the car and asked, "Are you Mrs. Justman? Your husband's plane went down."

Meanwhile a totally different scenario was unfolding 24 miles off of Kauai. All of a sudden, the RV's engine lost power. It continued to run but at a very low power setting. I immediately started to go through my single engine emergency procedures. I didn't know how much time I had. Descending out of 4,500 feet I notified Honolulu Center that I had an emergency and would be ditching. Center replied, "Squawk 1701 and Ident." I tried everything I could think of to regain power. Nothing worked.

At 1,000 feet MSL I turned the aircraft into the southerly winds, tightened my seat belt and shoulder harness and opened the canopy. I grabbed my floatation device and portable ELT and set them in my lap. After I lowered my flaps and trimmed full-up elevator I notified Center at 200 ft that I was ditching now! At about 60 miles an hour the plane made explosive contact with the water.

The aircraft flipped nose-down. I felt a twisting sensation and the plane came to rest at a 45-degree angle to the surface. The cockpit was full of water because the windshield had shattered upon impact. I had no idea how far underwater I was. Still belted to the aircraft and holding what little breath I had left I tried to open the canopy which had slammed shut trapping me underwater. I kept trying to pry it open and somehow was finally able to shove it back, unbuckled my seat belt, and ejected myself from the cockpit. My survival gear had disappeared by this time.

Surfacing near the tail of the aircraft I was amazed to hear sound, the lapping of the waves against the side of the aircraft. There had been no sound underwater. I glanced at my watch it was 9 a.m. my estimated time of arrival at Lihue terminal. Within minutes the airplane made a popping sound and then plummeted toward the bottom of the ocean

floor. I assessed the situation and said to myself, "Bob, you've gone and done it now. No floatation device, no ELT, and dark blue clothes---- perfect camouflage for a pilot lost at sea" However, Coast Guard training always emphasizes positive thinking for survival. I began to look around for any floating wreckage to make myself more visible.

Locating pieces of white fiber glass from the wheel fairings I turned my back to the waves and prepared to wait for at least an hour or more before I could hope for a rescue or search aircraft to arrive. The water was about 76 degrees. I relaxed to save energy in order to stay afloat for a long period of time I knew that the ocean could be an unforgiving adversary. I was alone in the middle of the Kauai Channel well known for its deep and seemingly endless underwater trenches. There was no land in any direction. I watched as Hawaiian's Boeing 717 descended on their approach to Lihue. I spotted a tug towing a barge to the East of my position and hoped they would pass by me. I realized that the barge was getting smaller and moving away. It was at that moment that I realized that I was but a mere spec in the universe.

At 9:40 I heard the sound of a helicopter, but couldn't see it. Seconds later the Coast Guard helicopter was approaching from the East. I waved the fiber glass pieces in the air. The helicopter flew by, and I wasn't sure if they had seen me. They had, but needed to jettison fuel in order to bring another person on board. As the helicopter returned, I decided to splash my arms and legs to make sure that they had seen me. The helicopter descended to hover above the water and fountains of water erupted around me. I began to swim toward the helicopter but Ronny German, the rescue swimmer, signaled me to stop. Slipping into the water he swam toward me, held up his hand once again and told me to relax.

Grabbing me from behind he slipped his arm in front of my shoulder and towed me to the rescue basket. I was hoisted aboard the helicopter. It was a good feeling to be airborne again.

No one wants to experience a scenario such as this. However, it can be a powerful tool by which to pass on useful information to other pilots who may one day find themselves in similar circumstances. It is imperative to monitor Honolulu Center while in route. Declare the emergency and squawk 7700 with them immediately so that they can track your movements on radar. They were able to track me to 100 feet. Wear all survival equipment including a personal ELT. You will never have the time to put these on in a situation like this. All of one's energy and actions will be directed towards the emergency situation.

I cannot stress enough the value of survival training especially the water evacuation simulation that is taught every year by the Coast Guard. If you are underwater things have a different appearance. It is dark and hazy and one can be easily disoriented. In my case the release for my seat belt had moved position and was not where I expected it to be. One can lose precious time and air when this happens underwater.



Bob Justman's RV-9 in happier times

The initial impact of the airplane hitting the water is horrific----like slamming into a cement wall, and I recommend having the canopy shut. The canopy took the brunt of the impact



which I credit to my survival, and is a testament to the structural integrity of the Van's design.

The following is from Sue Kerr, newsletter editor for EAA Chapter 157 in Redding.

### **GO AROUND, WHY DO ONE?**

#### **1. Runway Incursion**

There is something on, or close to, the runway that may pose a threat. Could be another Aircraft, an airport vehicle, or even wildlife. Very common at uncontrolled airports.

#### **2. Traffic Conflict**

Could be that another aircraft in the vicinity makes an unexpected course change. At a controlled airport a controller may direct a pilot to go around to maintain separation.

#### **3. Unstable approach**

In order to land safely, pilots need to make sure that they have their aircraft on a **stable approach**. This means, among other things, that they need to be lined up with the (correct) runway. They also need to maintain proper airspeed, altitude, and rate of descent. If the pilot is too fast, too slow, too high, too low, or not properly aligned with the runway, they are on an **unstable approach**. If their approach is not stabilized quickly and within a reasonable distance from the runway threshold, a go-around would be in order.

#### **4. Crosswinds and Downdrafts**

The aircraft is on short final (meaning the last half-mile or so of the landing approach). The pilot has the airplane at the perfect speed, altitude and descent rate. It's looking like the pilot is going to "grease the landing". Just as the plane crosses the numbers, a 15-knot crosswind rolls the airplane violently to one

side. This is the perfect time to go around. If you are using full aileron and full rudder, but cannot line up, go around and, maybe, look for a runway more aligned with the wind.

#### **5. Bounced Landing**

A bounced landing usually results from trying to land with an unstable approach. The pilot may only be a *little* fast or descending a *little too quickly*. However, it only takes a little bit for the airplane to refuse to return to earth. Airplanes do, of course, want to fly. One bounce is not a show-stopper if the pilot can keep the aircraft under control and quickly stabilize the descent, he/she can land the plane in a perfectly safe manner. If, however, the plane bounces more than once, it is time to hit the throttle and try again. Multiple bounces can compound the instability of the plane and exacerbate the situation. The result of which is entirely predictable.

#### **6. It Just Doesn't Feel Right**

Sometimes, it just doesn't feel right. There may not be any specific issue or problem, at least not one the pilot can readily identify. Something is just "off".

***That's okay. Go around and try it again. We won't judge.***



**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. **IT'S DECEMBER SO YOU CAN NOW PAY YOUR DUES FOR 2021! SEE YOU ON ZOOM!****

ATPBill teaches PIC seminars in the Reding area and sends me good stuff all the time. Check out his Facebook page at:

[https://www.google.com/url?sa=t&source=web&rct=j&url=https://www.facebook.com/PIC-Seminars-Pilot-in-Command-Safety-Seminars-1st-SAT-each-month-164716905524957/posts&ved=2ahUKewjYj\\_0x7rtAhWBpFkKHV7BCc0QFjAAegQIARAB&usg=AOvVaw2FWj4oS67L9pH\\_8NaeFF28](https://www.google.com/url?sa=t&source=web&rct=j&url=https://www.facebook.com/PIC-Seminars-Pilot-in-Command-Safety-Seminars-1st-SAT-each-month-164716905524957/posts&ved=2ahUKewjYj_0x7rtAhWBpFkKHV7BCc0QFjAAegQIARAB&usg=AOvVaw2FWj4oS67L9pH_8NaeFF28)

---

---

**REMEMBER! THE DECEMBER MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, DECEMBER 8 AT 7 P.M., ON ZOOM!**

**AN EMAIL WILL GO OUT TO THE ACTIVE MEMBERS WITH THE LINK TO THE ZOOM MEETING. DOWNLOAD THE SOFTWARE AND CLICK ON THE LINK.**

**THE BOARD OF DIRECTORS WILL MEET 6 P.M. BEFORE THE GENERAL MEMBERSHIP 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**