



CHAPTER 25

SACRAMENTO, CA

MARCH 2019 NEWSLETTER

PRESIDENT'S REPORT

Happy Spring Rain! We have been getting a little flying in between storms, twice to Mather in the last couple of weeks and locally looking at whales in their annual migrations. Surely did see some pretty skies and snow on the ground. The negative density altitudes help performance noticeably.

Our application to be an EAA chapter to be able to choose candidates and disburse Ray Scholarship funds is submitted. I want to thank Kim and her Committee for their work. The EAA will be, or is, going through the applications. The first applicant has been selected and announced; probably as a beta test of their vetting system.

We will be at another family function at the time of the next meeting, so if there are items that need to be addressed Jim Sobolewski can do whatever is required.

Red Hamilton
President

SECRETARY'S REPORT

We thank all the members who have joined or renewed for 2019 and look forward to some fine fly in/drive in meetings this year. As you probably are aware, we have a few members who work consistently to introduce young people to flying through Young Eagles, introduce prospective pilots to flying with the Eagle Flight program, and now we are striving to give ourselves another job - becoming potential a Chapter that awards and administers Ray Scholarships for flight training. We thank all of you, but especially these chosen few. YOU KNOW WHO YOU ARE.

I received an email from EAA and you might want to read this part, if we are to grow and succeed and help others in aviation, there are some good points in this new program:

EAA chapters are one of the most vital components in making general aviation fun, affordable and accessible at the local level. To recognize chapters that have demonstrated outstanding commitment to general aviation, **EAA is introducing a Chapter Recognition Program in 2019.**

This recognition, developed in partnership with your fellow chapter leaders on EAA's Chapter Advisory Council, is based on 10 criteria that are consistent in active and engaged chapters. In addition, EAA will provide continued guidance to help chapters reach each recognition threshold.

Your chapter receives one point for meeting each of the following criteria:

Attended a chapter leadership training session

Growing or steady membership

Offers IMC or VMC Club programs

Participates in Young Eagles or Flying Start programs

Has an EAA-approved Flight Advisor or Technical Counselor

Participates in EAA's Annual Chapter Member survey

Reads EAA *ChapterGram* regularly

Requested EAA promotional materials or ChapterBlast email

Hosts at least two public events each year

Owns/leases a facility

SCORING

Each of these criteria that your chapter has met will be worth one point, and every chapter will have the ability to earn up to 10 points. In December of 2019, chapters scoring at least seven out of 10 will be publicly recognized by EAA. There will be three levels of recognition. Bronze (7 out of 10), Silver (8 out of 10), and Gold (at least 9 out of 10).

It's important to note that chapters are rated against the established criteria – NOT against one another. We also realize some EAA chapters are limited by resources, geography, and other factors. But we encourage all EAA chapters to do what they can the best that they can, and seek ways to aim even higher.

RECOGNITION

Chapters scoring within one of these high recognition levels will be recognized via the EAA Find a Chapter webpage, news stories, a personalized icon for your chapter's webpage/newsletter, and a banner and/or plaque for your chapter to proudly display in your meeting location.

YOUR 2018 CHAPTER RESULTS

The current score for your EAA Chapter is **4 out of 10**.

Below is your chapter's score breakdown.

Leadership Training	0
Membership	0
IMC/VMC	0
Young Eagles	1

Flight Advisor/Tech Counselor	0
Annual Survey	1
ChapterGram	1
Chapter Promotions	0
Events	1
Facility	0

2018 CHAPTER NETWORK OVERVIEW

You can review a breakdown of the chapter network scores and a breakdown of the scoring of each category below. To learn more about this program and improve your chapter's score, please visit EAA.org/ChapterRecognition.

Onward and upward,

Marilyn Boese
Your Persistent Secretary

TREASURER'S REPORT

The Checking Account Balance is \$1626.09 after seventeen members paid dues of \$340.00, we sold nine calendars for \$135.00, reimbursed postage \$8.00, and had donations of \$40.00.

The members who have paid their dues are:

Andy Weinberg	\$20
Dave Magaw	\$20
Esteban Nava	\$20
Jim Hopelain	\$20
Jim Jordan	\$20
Jim Sobolewski	\$20
Nick Leonard	\$20
Stan Lawrence	\$20

Marilyn Boese	\$20
Kim Owen	\$20
Bruce Walters	\$20
John Montmorecy	\$20
John Studarus	\$20
Patrick Smith	\$20
Robert Rudolph	\$20
Douglas Johnson	\$20
Alan Redd	\$20

If your name is not on the list, please send your dues to me at 5800-13th St, Sacramento CA 95822. We appreciate your support.

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December 2018 - Correction

Balance as of November 30, 2018	\$1,103.09
Income	\$ 250.00
Member Dues (10 @ \$20)	
Calendar Sales (9 @ \$15)	
Postage reimbursement \$8	
Donation \$20	
Expenses	\$ 0
Balance as of December 31, 2018	\$1,466.09

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January 2019

Income	\$ 100.00
Member Dues (4 @ \$20)	
Donation \$20	
Expenses	\$ 0
Balance as of January 31, 2019	\$1,566.09

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February 2019

Income	\$ 60.00
Member Dues (3 @ \$20)	
Expenses	\$ 0
Balance as of February 28, 2019	\$1,626.09

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Respectfully submitted,

Stan Lawrence
Treasurer

YOUNG EAGLES SACRAMENTO / DGA REPORT

Hey Gang!:

Did you see this notice from the EAA.

Philanthropy **at Work**



Congrats, Nicole!

Congratulations to Nicole Blount for being selected as the first Ray Scholar nationally. Through EAA's [Ray Scholarship](#) program, qualifying EAA Chapters are responsible for nominating and mentoring a young person on their journey to successfully obtaining a private pilot's license. Nicole received the notification of the \$10,000 award in late January.

In accepting the award she said, "the concept of being able to pilot an aircraft has always seemed so inconceivable to me. I never quite believed that I would have the ability to do this."



Scholars are expected to complete their training within a year and to provide monthly service to their EAA Chapter sponsor. The goal of the Ray Scholarship program is to achieve an 80% training success rate versus the industry standard of 20%.

Your donations and support are the key to making this all happen!

Young Eagles - Sacramento & DGA
Stan Lawrence

CALENDAR - DATES AND EVENTS

January	No Meeting
February	No Meeting
March	March 9 (Saturday) Fly-out to Columbia (O22) . Meet at airport at 11am for short walk to restaurant.
April	April 13, Fly-out to Chico (KCIC) 10:00 am . Visit the Chico Air Museum and lunch after at the airport restaurant. the weather alternate that day should be Chico, where there is a restaurant on the field and Stan has connections with

	the Chico Air Museum.
May	May 4 Saturday. 8:30AM start Young Eagles at Little River (KLLR) , ends at Noon
May	May 11 (Saturday) Alta Sierra, 09CL , 11:00AM. Lunch at Bob Opdahl's hangar and the Alta Sierra Airport Flyers at Alta Sierra
May	May 19 (Sunday) KSAC Young Eagles - pre-scheduled flight times. Start at 8 am
June	TBD.
July	July 20 (Saturday) Colusa (O08) Old Tyme Fly-in Colusa Airport O08 Typically free breakfast if you fly in, or small charge otherwise. Lunch is available also at the noon hours. Raffle is good too!
July	July 13 (Saturday) AirVenture volunteers departing with Stan for Oshkosh (KOSH) July 22-28 (Mon-Sun) Have fun at Oshkosh Fly-in-Airventure.
August	August 10, Meeting at KSAC for Corn & Brats BBQ. Starting at 10:00 am
September	September 8 (Saturday) Fly out to Yolo Flyer's Club--Watts-Woodland Airport (O41). Meet at Airport at 10am. Note: there is a dress code for the Flyer's Club--collared shirts for men. No short shorts.
September	Reno AirRaces Sept 11-15 (Wed-Sun)!
October	October 5 (Saturday) 8:30AM start Young Eagles at Little River (KLLR)
October	October 12 (Sat) Fly-out to Shelter Cove (0Q5) meet at airport at 11AM for short walk to restaurant. If the weather is bad on the coast, fog or?, the alternate will be Sonoma Skypark (0Q9).

October	October 20 (Sunday) KSAC Young Eagles - pre-scheduled flight times start 8am.
November	No Meeting Display Day
December	December 14 (Saturday) Aviator's At Executive Airport (KSAC) 10:00 AM Brunch--We will plan for the following year

EAA-VAA CHAPTER 25 OFFICERS

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TRAINING AND EDUCATION

The following story about Bill Weaver's flight test of a SR-71 Blackbird was submitted by Red.

Among professional aviators, there's a well-worn saying: Flying is simply hours of boredom punctuated by moments of stark terror. And yet, I don't recall too many periods of boredom during my 30-year career with Lockheed, most of which was spent as a test pilot.

By far, the most memorable flight occurred on Jan. 25, 1966. Jim Zwayer, a Lockheed flight test reconnaissance and navigation systems specialist, and I were evaluating those systems on an SR-71 Blackbird test from Edwards AFB, Calif.

We also were investigating procedures designed to reduce trim drag and improve high-Mach cruise performance. The latter involved flying with the center-of-gravity (CG) located further aft than normal, which reduced the Blackbird's longitudinal stability.

We took off from Edwards at 11:20 a.m. and completed the mission's first leg without incident. After refueling from a KC-135 tanker, we turned eastbound, accelerated to a Mach 3.2-cruise speed and climbed to 78,000 ft., our initial cruise-climb altitude. Several minutes into cruise, the right engine inlet's automatic control system malfunctioned, requiring a switch to manual control.

The SR-71's inlet configuration was automatically adjusted during supersonic flight to decelerate air flow in the duct, slowing it to subsonic speed before reaching the engine's face. This was accomplished by the inlet's center-body spike translating aft, and by modulating the inlet's forward bypass doors. Normally, these actions were scheduled automatically as a function of Mach number, positioning the normal shock wave (where air flow becomes subsonic) inside the inlet to ensure optimum engine performance. Without proper scheduling, disturbances inside the inlet could result in the shock wave being expelled forward--a phenomenon known as an "inlet unstart." That causes an instantaneous loss of engine thrust, explosive banging noises and violent yawing of the aircraft--like being in a train wreck. Unstarts were not uncommon at that time in the SR-71's development, but a properly functioning system would recapture the shock wave and restore normal operation.

On the planned test profile, we entered a programmed 35-deg. bank turn to the right. An immediate unstart occurred on the right engine, forcing the aircraft to roll further right and start to pitch up. I jammed the control stick as far left and forward as it would go. No response. I instantly knew we were in for a wild ride.

I attempted to tell Jim what was happening and to stay with the airplane until we reached a lower speed and altitude. I didn't think the chances of surviving an ejection at Mach 3.18 and 78,800 ft. were very good. However, g-forces built up so rapidly that my words came out garbled and unintelligible, as confirmed later by the cockpit voice recorder.

The cumulative effects of system malfunctions, reduced longitudinal stability, increased angle-of-attack in the turn, supersonic speed, high altitude and other factors imposed forces on the airframe that exceeded flight control authority and the Stability Augmentation System's ability to restore control. Everything seemed to unfold in slow motion. I learned later the time from event onset to catastrophic departure from controlled flight was only 2-3 seconds. Still trying to communicate with Jim, I blacked out, succumbing to extremely high g-forces. The SR-71 then literally disintegrated around us.

From that point, I was just along for the ride. My next recollection was a hazy thought that I was having a bad dream. Maybe I'll wake up and get out of this mess, I mused. Gradually regaining consciousness, I realized this was no dream; it had really happened. That also was disturbing, because I could not have survived what had just happened. Therefore, I must be dead. Since I didn't feel bad--just a detached sense of euphoria--I decided being dead wasn't so bad after all. AS FULL AWARENESS took hold, I realized I was not dead, but had somehow separated from the airplane.

I had no idea how this could have happened; I hadn't initiated an ejection. The sound of rushing air and what sounded like straps flapping in the wind confirmed I was falling, but I couldn't see anything. My pressure suit's face plate had frozen over and I was staring at a layer of ice. The pressure suit was inflated, so I knew an emergency oxygen cylinder in the seat kit attached to my parachute harness was functioning. It not only supplied breathing oxygen, but also pressurized the suit, preventing my blood from boiling at extremely high altitudes. I didn't appreciate it at the time, but the suit's pressurization had also provided physical protection from intense buffeting and g-forces. That inflated suit had become my own escape capsule.

My next concern was about stability and tumbling. Air density at high altitude is insufficient to resist a body's tumbling motions, and centrifugal forces high enough to cause physical injury could develop quickly. For that reason, the SR-71's parachute system was designed to automatically deploy a small-diameter stabilizing chute shortly after ejection and seat separation. Since I had not intentionally activated the ejection system--and assuming all automatic functions depended on a proper ejection sequence--it occurred to me the

stabilizing chute may not have deployed.

However, I quickly determined I was falling vertically and not tumbling. The little chute must have deployed and was doing its job. Next concern: the main parachute, which was designed to open automatically at 15,000 ft. Again, I had no assurance the automatic-opening function would work. I couldn't ascertain my altitude because I still couldn't see through the iced-up face plate. There was no way to know how long I had been blacked-out or how far I had fallen. I felt for the manual-activation D-ring on my chute harness, but with the suit inflated and my hands numbed by cold, I couldn't locate it. I decided I'd better open the face plate, try to estimate my height above the ground, then locate that "D" ring. Just as I reached for the face plate, I felt the reassuring sudden deceleration of main-chute deployment. I raised the frozen face plate and discovered its uplatch was broken. Using one hand to hold that plate up, I saw I was descending through a clear, winter sky with unlimited visibility.

I was greatly relieved to see Jim's parachute coming down about a quarter of a mile away. I didn't think either of us could have survived the aircraft's breakup, so seeing Jim had also escaped lifted my spirits incredibly. I could also see burning wreckage on the ground a few miles from where we would land. The terrain didn't look at all inviting--a desolate, high plateau dotted with patches of snow and no signs of habitation. I tried to rotate the parachute and look in other directions. But with one hand devoted to keeping the face plate up and both hands numb from high-altitude, subfreezing temperatures, I couldn't manipulate the risers enough to turn.

Before the breakup, we'd started a turn in the New Mexico-Colorado-Oklahoma-Texas border region. The SR-71 had a turning radius of about 100 mi. at that speed and altitude, so I wasn't even sure what state we were going to land in. But, because it was about 3:00 p.m., I was certain we would be spending the night out here.

At about 300 ft. above the ground, I yanked the seat kit's release handle and made sure it was still tied to me by a long lanyard. Releasing the heavy kit ensured I wouldn't land with it attached to my derriere, which could break a leg or cause other injuries. I then tried to recall what survival items were in that kit,

as well as techniques I had been taught in survival training. Looking down, I was startled to see a fairly large animal--perhaps an antelope--directly under me. Evidently, it was just as startled as I was because it literally took off in a cloud of dust. My first-ever parachute landing was pretty smooth. I landed on fairly soft ground, managing to avoid rocks, cacti and antelopes. My chute was still billowing in the wind, though. I struggled to collapse it with one hand, holding the still-frozen face plate up with the other.

"Can I help you?" a voice said. Was I hearing things? I must be hallucinating. Then I looked up and saw a guy walking toward me, wearing a cowboy hat. A helicopter was idling a short distance behind him. If I had been at Edwards and told the search-and-rescue unit that I was going to bail out over the Rogers Dry Lake at a particular time of day, a crew couldn't have gotten to me as fast as that cowboy-pilot had. The gentleman was Albert Mitchell, Jr., owner of a huge cattle ranch in northeastern New Mexico. I had landed about 1.5 mi. from his ranch house--and from a hangar for his two-place Hughes helicopter. Amazed to see him, I replied I was having a little trouble with my chute. He walked over and collapsed the canopy, anchoring it with several rocks. He had seen Jim and me floating down and had radioed the New Mexico Highway Patrol, the Air Force and the nearest hospital.

Extracting myself from the parachute harness, I discovered the source of those flapping-strap noises heard on the way down. My seat belt and shoulder harness were still draped around me, attached and latched. The lap belt had been shredded on each side of my hips, where the straps had fed through knurled adjustment rollers. The shoulder harness had shredded in a similar manner across my back. The ejection seat had never left the airplane; I had been ripped out of it by the extreme forces, seat belt and shoulder harness still fastened. I also noted that one of the two lines that supplied oxygen to my pressure suit had come loose, and the other was barely hanging on. If that second line had become detached at high altitude, the deflated pressure suit wouldn't have provided any protection. I knew an oxygen supply was critical for breathing and suit-pressurization, but didn't appreciate how much physical protection an inflated pressure suit could provide. That the suit could withstand forces sufficient to disintegrate an airplane and shred heavy nylon seat belts, yet leave me with only

a few bruises and minor whiplash was impressive. I truly appreciated having my own little escape capsule.

After helping me with the chute, Mitchell said he'd check on Jim. He climbed into his helicopter, flew a short distance away and returned about 10 minutes later with devastating news: Jim was dead. Apparently, he had suffered a broken neck during the aircraft's disintegration and was killed instantly. Mitchell said his ranch foreman would soon arrive to watch over Jim's body until the authorities arrived.

I asked to see Jim and, after verifying there was nothing more that could be done, agreed to let Mitchell fly me to the Tucumcari hospital, about 60 miles to the south. I have vivid memories of that helicopter flight, as well. I didn't know much about rotorcraft, but I knew a lot about "red lines," and Mitchell kept the airspeed at or above red line all the way. The little helicopter vibrated and shook a lot more than I thought it should have. I tried to reassure the cowboy-pilot I was feeling OK; there was no need to rush. But since he'd notified the hospital staff that we were inbound, he insisted we get there as soon as possible. I couldn't help but think how ironic it would be to have survived one disaster only to be done in by the helicopter that had come to my rescue.

However, we made it to the hospital safely--and quickly. Soon, I was able to contact Lockheed's flight test office at Edwards. The test team there had been notified initially about the loss of radio and radar contact, then told the aircraft had been lost. They also knew what our flight conditions had been at the time, and assumed no one could have survived. I briefly explained what had happened, describing in fairly accurate detail the flight conditions prior to breakup.

The next day, our flight profile was duplicated on the SR-71 flight simulator at Beale AFB, Calif. The outcome was identical. Steps were immediately taken to prevent a recurrence of our accident. Testing at a CG aft of normal limits was discontinued, and trim-drag issues were subsequently resolved via aerodynamic means. The inlet control system was continuously improved and, with subsequent development of the Digital Automatic Flight and Inlet Control System, inlet unstarts became rare.

Investigation of our accident revealed that the nose section of the aircraft had broken off aft of the rear cockpit and crashed about 10 mi. from the main wreckage. Parts were scattered over an area approximately 15 mi. long and 10 mi. wide. Extremely high air loads and g-forces, both positive and negative, had literally ripped Jim and me from the airplane. Unbelievably good luck is the only explanation for my escaping relatively unscathed from that disintegrating aircraft.

Two weeks after the accident, I was back in an SR-71, flying the first sortie on a brand-new bird at Lockheed's Palmdale, Calif., assembly and test facility. It was my first flight since the accident, so a flight test engineer in the back seat was probably a little apprehensive about my state of mind and confidence. As we roared down the runway and lifted off, I heard an anxious voice over the intercom. "Bill! Bill! Are you there?" "Yeah, George. What's the matter?"

"Thank God! I thought you might have left." The rear cockpit of the SR-71 has no forward visibility--only a small window on each side--and George couldn't see me. A big red light on the master-warning panel in the rear cockpit had illuminated just as we rotated, stating, "Pilot Ejected." Fortunately, the cause was a misadjusted microswitch, not my departure.

Bill Weaver flight tested all models of the Mach-2 F-104 Starfighter and the entire family of Mach 3+ Blackbirds--the A-12, YF-12 and SR-71. He subsequently was assigned to Lockheed's L-1011 project as an engineering test pilot, became the company's chief pilot and retired as Division Manager of Commercial Flying Operations. He still flies Orbital Sciences Corp.'s L-1011, which has been modified to carry a Pegasus satellite-launch vehicle (AW&ST Aug. 25, 2003, p. 56). An FAA Designated Engineering Representative Flight Test Pilot, he's also involved in various aircraft-modification projects, conducting certification flight tests. "For those who fly...or long to." Contrails is an Aviation Week & Space Technology initiative to capture the untold stories that collectively make up the rich lore of aviation and space.

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