



THE FLYING TIMES

The Official Newsletter
of the Sonoma Skycrafters

EAA Chapter 1268

Sonoma Skypark Airport
21870 Eighth Street East
Sonoma, CA 95476

JULY/AUGUST 2012



JOHN AND KATHY CARMICHAEL IN MONTANA

John and Kathy Carmichael are spending the summer at Stillwater Landing in Montana where John is instructing in a Piper on floats.

CHAPTER OFFICERS

President: Travis Morton, 707-812-4818
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
Tech. Advisor: Eric Presten, 707-939-8913
Flight Adv's: Eric Presten, 707-939-8913
BOD: Paul Seibert, 707-939-7491
BOD: Gardner Bride, 707-778-2377
BOD/Air Exp: Walt Lewis, 707-664-8457

FIRST THINGS FIRST

The August meeting will be this Tuesday, August 14, with dinner starting at 7 p.m. in the Chapter 1268 clubhouse, B-5, at Sonoma Skypark.

Dinner will be prepared by Todd Walker and Larry Nelson, using Todd's killer traveling barbecue.

Our program this month will be Chris Prevost, owner of the Schellville Airport here in Sonoma Valley, and Sheryl Carlucci, who will be talking about an incompatible land use issue next to the Schellville Airport.

A recreational business was built next to the airport and is now seeking approval for a use permit from Sonoma County. The concern is that by granting a retroactive use permit to an incompatible business under the airport flight paths, Sonoma County would establish a precedent that would then threaten all airports in the county.

Sheryl and Chris will have more information at the meeting.

AIR ACADEMY UPDATE

Our last Air Academy participants have finished and are back home by now. We will have them as our featured speakers at the October meeting where they will share their experiences and thoughts about the Air Academy.

PRESIDENT'S REPORT

Our President is flying his tush off and will have his report to the members at the meeting.

MEMBERSHIP CHAIRMAN AND TREASURER'S REPORT

EAA 1268 Membership Chairman and Treasurer Report, July 2012

Membership – Membership activity has tapered off since the first of the year - we currently have 75 members who are current with their 2012 membership dues which also includes 20 associate members. As discussed a couple months ago, one way to build membership is to make EAA non-members aware of the free 6 month trial membership in EAA national and also hopefully in Chapter 1268. Forms for this special membership are available in the clubhouse files or can be obtained from Bill Wheadon, Membership Chairman. Enrollment in this program is done online but the forms can be used for obtaining the required information prior to accessing the website.

Treasurer – Our chapter financial activity has moved into overdrive due to our commitment to sending deserving young candidates to the EAA Air Academy in Oshkosh. We were dealt a surprise when, unlike in previous years, none of our candidates received a scholarship from EAA national. We dug deep into the treasury and also received individual donations from members and local organizations to help make up the shortfall.

A special thanks to these generous donors – **Sonoma Skypark Airport, C-line trucking (Todd Walker), Les Lucas, Anonymous,** and another anonymous donation made in the memory of **Ed Barkhurst , Petaluma Airport Pilots Association, Gary McDonald, and Jack Caldwell.** With these contributions our bank balance is looking much better. Our present bank balance as of June 29th is \$3031.09.

Bill Wheadon, Treasurer and Membership Chairman EAA Chapter 1268

YOUNG EAGLES JULY 8/AUGUST 12

The July 8 Young Eagles Day had seven pilots flying eighteen Young Eagles, with seven ground crew members helping out.

August 12 dawned severe clear and had five pilots, including Ron Price, Frank Russo, Rich Cooper, Bill Wheadon and Darrel Jones flying twenty-one Young Eagles.

EAA headquarters is starting an Eagles program for adults to introduce more people to aviation and give parents a chance to experience flight with their children. Look for more information later in this newsletter.

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



MOVIE NIGHT AT SKYPARK

The August movie night will be Friday, August 31 at the EAA clubhouse at Sonoma Skypark.

The movie this month will be Moss Hart's 1944 film "Winged Victory", starring Lon McCallister, Jeanne Crain, Edmond O'Brien and more, and directed by George Cukor.

There will be pizza for \$5 per person, and popcorn just to whet your appetite (or spoil it).

The July movie was "China Clipper" starring Pat O'Brien, Humphrey Bogart and

See you at the movies on movie night, **FRIDAY, AUGUST 31** at 6 p.m.

DINNER SCHEDULE

We have our cookies schedule completed for 2012 and are lining up our celebrity chefs for 2013 so let Roy know if you would like to be one of our sugar cookies for the upcoming year. Roy can be found at Flyboyroy@aol.com or by phone at 415-897-2983. You can also let me know at wd6bor@vom.com and I'll put you on the roster.

The schedule for this year so far is:

Month	Cook 1	Cook 2
2012 DINNER SCHEDULE		
AUG '12	Todd W.	Larry N.
SEP '12	Sam Mc.	Bea Mc.
OCT '12	Air Explorers	
NOV '12	Ron P.	?
DEC '12	XMAS	PARTY

SPEAKERS

We are still looking for speakers, so send Travis an email at Jungroth@gmail.com and copy an email to me at wd6bor@vom.com so we can get your information into the newsletter.

Month	Speaker	Subject
2012 SPEAKER SCHEDULE		
JUL	Don Booker	Helio's
AUG	Chris Prevost	Land use issue
SEP	?	
OCT	Air Academy	OSH report
NOV	?	
DEC	FROSTY	ICING OPS

EAA CHAPTER 1268 MINUTES

EAA Chapter 1268, BOD Meeting –
Minutes, July 10, 2012

Board of Directors meeting: 6:10 p.m.

Present: President Travis Morton, Vice-President Jeanette Woods, Board members Paul Siebert, Gardner Bride, Darrel Jones and Walt Lewis, Young Eagles liaison BK White, Treasurer and Membership Chair Bill Wheadon.

Reports:

Travis Morton: We still have had no word from the IRS on the Chapter's 501.c.3 application. Asked Darrel Jones to contact the attorney helping us for advice.

Walt Lewis: EAA headquarters is starting an Eagles' Flight program for adults. The Air Explorers will be helping the Santa Rosa 99s sell hot dogs t the Wings over Wine Country airshow August 11 and 12. The airport movie fund bought personalized jackets and caps for the Air Academy attendees this year. Thanks you to Rafe Tomsett.

Jeanette Woods reported on planning for the annual Sonoma Skypark Family Fun Day this October 13 and asked for volunteers to help.

BK White: July 8 Young Eagles flew 18 young people with 7 pilots and 7 ground crew.

Bill Wheadon reported that a Napa pilot has a Flybaby project to give away.

Paul Siebert asked if the EAA insurance covers parents riding on a Young Eagles flight. Travis said he would check with EAA headquarters.

The Board meeting was adjourned at 6:45.

General Membership meeting: 7:40 p.m.

President Morton called the meeting to order. The newsletter wasn't out before the meeting so the June minutes will be included in the August newsletter.

Dinner was roast chicken by Roy Myers, with rolls, several salads, and plumb tart by Nelleke Cooper and chocolate cake by Marsi Fahraji for dessert.

The officers repeated their reports from the Board meeting for the members.

Nelleke Cooper asked for donations for the Family Fun Day.

Walt Lewis reported that the PAPA scholarship awarded scholarships for flight instruction to Daniel Shultz and Troy Hewitt from the Skypark Air Explorer Post 1268.

July movie night will be July 27 and will feature the film "China Clipper".

President Morton adjourned the meeting at 8:15.

The speaker for the evening was Don Booker showing slides and talking about flying helicopters in South America and elsewhere around the world.

FAA MEDICAL EXAM CHANGES

Paul Siebert forwarded this notice from the FAA to me for the newsletter.

Moving Away From Paper - The use of MedXPress is mandatory beginning October 1, 2012

Notice Number: NOTC3897

Effective **October 1, 2012**, pilots must use FAA MedXPress to complete an electronic application for an Airman Medical Certificate or Airman Medical and Student Pilot Certificate, FAA Form 8500-8.

As many of you know, the Federal Government is taking steps across the board to become more efficient and to reduce costs, and our move to electronic records is consistent with those initiatives.

One of the significant enhancements will establish a tracking program so that pilots and AMEs can query the system and electronically determine the status of applications.

Future enhancements will also transition air traffic control specialists (ATCSs) to MedXPress, after internal FAA coordination and some modifications to the ATCS certification system.

Why wait for the October 1, 2012 deadline? We encourage you to begin using MedXPress today. MedXPress is located at <https://medxpress.faa.gov/>

If applicants have any technical issues with MedXPress, they may reach MedXPress Support at 877-287-6731.

Just a note on my experience with the new electronic form.

Our local FAA Medical Examiner, Dr. John Schafer, is now using the electronic exam form and had me fill it out for my third class exam last month. We had to call tech support who told us that we needed to use Internet Explorer as the browser to access and save the form.

I normally use Mozilla Firefox and had problems saving the form for Dr. Schafer's office to download, but after signing back onto the FAA MedXPress website using Explorer was able to access the saved form.

EAGLE FLIGHTS INFO FROM EAA

I received this information about the new Eagle Flights program from EAA headquarters. We've had a number of questions from the membership so I am including it in the newsletter.

The EAA Eagle Flights program for adults officially launched on Tuesday, July 24, at EAA AirVenture 2012, with EAA president/CEO Rod Hightower giving aspiring aviator Dianne Thornton the first Eagle Flight aboard his T-6 Texan. After the launch, we received a lot of positive feedback about the new program from our members, including many questions as to how it differs from Young Eagles. To help clarify the purpose and intent of the Eagle Flights program, here are the answers to some of the most common questions we received throughout the week.

What is Eagle Flights all about?

The Eagle Flights program is about sharing a hands-on flight experience with an adult who has already expressed an interest in aviation. **It is not a program for adults to simply get an airplane ride during a Young Eagles rally.** Eagle Flights gives you the resources and organizational support to share the fun of flying with friends, family members, and co-workers-something many of our members already do. EAA chapters should view this program as an opportunity to invite new participants into their local aviation community.

How is this program different from Young Eagles?

The Eagle Flights program focuses on introductory flight experiences for adults, which includes offering them support and mentorship after the flight to help them

achieve their dream of becoming a pilot. As with Young Eagles, the success of Eagle Flights is up to us as volunteer pilots, chapter leaders, and field representatives. With that said, Young Eagles and Eagle Flights will remain two separate programs and you do not have to participate in Eagle Flights to participate in Young Eagles.

Will Eagle Flights be handled like Young Eagles rallies?

No. With Eagle Flights we want to emphasize *quality* over *quantity*. Some chapters may choose to organize Eagle Flights rallies. However, we envision this program as a one-to-one, hands-on experience for the Eagle including extensive pre-flight, in-flight, and post-flight counseling. If the parent or legal guardian of a Young Eagle requests a flight during a rally, we recommend arranging a time outside of the rally to conduct an Eagle Flight.

Who "qualifies" for an Eagle Flight?

Any person 18 years of age or older who has expressed an interest in learning to fly. Adults who contact EAA about an Eagle Flight are asked some questions about their aviation interest to help us determine if they are serious about pilot certification. If you are contacted directly by someone in your area regarding an Eagle Flight, we encourage you to do the same. You may want to consider inviting them to be a part of your chapter before scheduling an Eagle Flight.

What are the pilot requirements?

If you're qualified as a Young Eagles pilot, you're automatically qualified to fly Eagle Flights. The requirements are the same. Participating in an Eagle Flight is something any EAA member can do. You don't need to wait for a scheduled Eagle Flights event. The complete list of pilot requirements is included in the [Eagle Flights Pilot Guidelines](#).

Do I need a separate registration form for Eagle Flights, or can I use my Young Eagles form?

You will need to complete a separate registration form prior to conducting each Eagle Flight. You cannot use the Young Eagles form. You can order Eagle Flights registrations forms by e-mailing EagleFlights@eaa.org or by calling us at 800-557-2376.

Is the insurance coverage the same as Young Eagles?

Yes. Current EAA members participating in the Eagle Flights program are eligible for up to \$1 million passenger liability insurance coverage, if they carry a minimum of \$100,000 per seat liability insurance. As with Young Eagles, this coverage is in place automatically, no additional forms are required.

What do Eagle Flights participants receive?

Eagle Flights participants will receive a free, six-month EAA membership after the completed Eagle Flights registration form is received by the Eagle Flights Office. We are currently working with several aviation companies to develop additional flight training resources and benefits that will help Eagles along their path to joining our community of aviators.

Will Eagles receive a certificate or logbook?

No. At this time we will not be issuing a certificate or logbook after their Eagle Flight. However, we recommend that participating pilots refer them to an FBO (or online) to purchase a logbook prior to their training.

How do I order Eagle Flights materials?

Registration forms (brochure included), pilot guidelines, and promotional rack cards can be ordered by emailing us at EagleFlights@eaa.org.

If you have any additional questions about EAA Eagle Flights, feel free to email us at EagleFlights@eaa.org, or call Trevor Janz, EAA Eagle Flights manager, at 9 20-426-5914 (direct). More information is also available online at www.EagleFlights.org.

Comment Period Extended For Medical Proposal

The FAA will extend its comment period on a proposal to make it easier to fly without a third-class medical certificate, EAA and AOPA said on Monday. Pilots now have another 70 days -- until September 14 -- to add to the more than 14,000 comments that were already filed in the initial 20-day comment period. The proposal would allow pilots to fly some GA aircraft without a third-class medical if they take an online course, self-certify, and hold a driver's license. AOPA and EAA requested the extension, noting that the exemption would likely affect more than 39,000 pilots and impact the operations of up to 114,333 single-engine piston airplanes.

"The number of comments received by the FAA to the medical exemption request is nearly unprecedented for any aviation issue," said Doug Macnair, EAA's vice-president of government relations. However, he said, the short comment period prevented some people from filing comments before the deadline. "The extension will supply additional time for people to support this important measure for the future of aviation," Macnair said. Last month, *AVweb's* Mary Grady spoke with Kristine Hartzell, AOPA's manager of regulatory affairs, for more details about the plan and the strategy behind it. [Click here](#) for a link to that podcast and for more details about the proposal and how to file comments.

PILOTS BILL OF RIGHTS SEMINAR

The following came through from a couple different sources.

My name is Ronnie Gipson and I am the attorney-member of the EAA Legal Advisory Council for Northern California.

As you probably know by now, President Obama signed into law the Pilots Bill of Rights which dramatically improved airmen, mechanics, and certificate holders' rights in the FAA Enforcement action process. On August 30, 2012, I will be presenting a free seminar explaining the Pilots Bill of Rights and the FAA Enforcement Process at Hayward Airport. A flyer for the event is attached.

With respect to legal issues that impact general aviation, I am the resource for your members here in Northern California. Please distribute the flyer and details about the seminar to your respective memberships. If you would like to arrange a separate presentation to the members in your chapter on this topic, then please contact me. I look forward to assisting your chapters in any way that I can in the future.

Regards,
Ronnie R. Gipson Jr.
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Website: www.higagipsonllp.com

Note: There is no cost for the seminar and registration information is at:
<http://faaenforcement4.eventbrite.com/>

If there is enough interest we can have him come speak at our meeting.

Another note from Paul:
From EAA Airventure : Sunday 7/29
Antique Reserve Grand Champion -
Silver Lindy
Walter Bowe, Livermore, California
1929 Laird LC-RW300, N4442

Traveling to OSH in (Vintage) Style

By James Wynbrandt

"I want to go on a trip," Walter Bowe announced to his wife two weeks ago.

"My wife said, 'Take the Laird.'"



"The Laird" is the 1929 Laird Speedwing LC-R300, the last of 203 made. Bowe, of Schellville, California, purchased it from the Rollison family last year and finished restoring it this spring. "I haven't been to Oshkosh in 10 years," Bowe recalled thinking.

"So that weekend I learned how to land on asphalt again, Tuesday I hopped in the airplane, and 12-and-a-half hours later I was in Illinois.

"I used sectional [charts] the entire way," Bowe, owner of an industrial construction company, said. "I had a handheld GPS so I could hit the 'nearest [airport]' button, but I just purchased it," and couldn't use it effectively for navigation.

After visiting his brother in Illinois, Bowe flew NC-4442 here, where the historic aircraft is on display in the Vintage area's Row 58.

The Rollison family, well-known in the vintage-aircraft world, owned the Speedwing for more than 50 years; Bowe, 34, actually flew it when he was 18.

"I've had the opportunity to fly a lot of incredible airplanes, but this airplane kind of stuck with me," Bowe said.

Last September he convinced longtime friend Jimmy Rollison to sell him the aircraft, and set about completely restoring it.



He re-covered it, installed a vintage instrument panel and "new" tires and brakes, replaced soft aluminum pieces, and repainted the aircraft in its striking black-with-gold-trim livery.

Now it looks every bit the *Thoroughbred of the Skies*, as the Chicago planemaker dubbed it.

"A lot of people reference airplanes as female," Bowe noted. "[But] everyone says, 'Boy, this is a macho machine.' This airplane is meant to get up to altitude and go fast. [Designer Emil Matthew "Matty" Laird] wasn't worried who was behind him, only about what was in front."

Bowe's Laird is powered by a Pratt & Whitney 450-hp radial, rather than the 300-hp P&W standard on Speedwings. With its ground-adjustable, 108-inch Hamilton Standard propeller, it climbs more than 1,000 fpm and cruises at about 150 mph. At altitude with a constant speed prop, "I think it could easily get into the 170s," Bowe said, "but 150 in an open cockpit is fast enough."

With prices more than \$15,000 the Speedwing was among the more expensive airplanes of its day; the stock market crash of '29 led to the company's demise. Unsold, this final Speedwing was packed away unassembled until 1940. Today it has but 120 hours of flight time on the airframe - total.

Bowe and his wife Carlene Mendieta, a noted aviator in her own right, own more than half-a-dozen vintage aircraft they fly from their own home strip; others include a Ryan STA, his-and-hers J-3 Cubs, Pietenpol Model A-4, Kreider-Reisner Challenger, Waco SRE, and Beech B-18 Bowe is restoring.

If this sounds like the stuff of dreams, Bowe says almost any interested pilot can "absolutely" get involved in vintage aircraft restoration and collection.

"There are so many opportunities out there," Bowe said, and expert restorers eager to share their knowledge and keep these historic aircraft flying "are available."

I haven't put aviation web links in for a while. Here are some I think you might enjoy. I did put the Trunk Monkey videos in previously, didn't I?

[Aviators and Airplanes](#)

[Flying video](#)

Allegedly true story, I think from Robin Olds.

Ye Olde Pub, UK, 1944. RAFish lad and cheeky Yank fighter pilots comparing kites.

B: "The Spit is the finest fighter aeroplane going."

Y: "The Mustang is the best fighter in the world."

B: "Is not"

Y: "Is too."

B: "Is not."

Y: "Is too."

B: "What-say we put it to the test?"

Y: "OK, pal, you're on."

B: "Meet you at angels 15. Say when and where."

Y: "Noon tomorrow, 300 miles off Land's End."

B: "But...but...that's preposterous! I cawn't possibly get there and back."

Y: "If you say so, bub."

Taken at Duxford RAF and USAAC Museum in England. Two of the greatest WWII fighter planes of their era....the American P51 Mustang and the British Supermarine Spitfire. Both planes were powered by the powerful Rolls Royce Merlin engine.....which emitted that wonderful sound that became known to many as 'The Sound of Freedom' during the 1940s. P-51 pilot does a great job staying in his position as he has more power and is faster than the spitfire. They must have done more than a little practicing!!

[Merlin Music](#)

This last one is a video that is of priceless value to anyone flying an airplane on a hot day, at high elevation or with full load. Watching it made me pump so much adrenalin that I was shaking at the end.

Four people, full fuel, high elevation, hot day, rising terrain. All three passengers had video cameras. You don't have a chance to see something like this very often.

The good news is that all people on board survived.

[Stinson Density Altitude Crash](#)

Fly safe out there folks.

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. SEE YOU THERE!

REMEMBER! THE AUGUST MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, AUGUST 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