



THE FLYING TIMES

The Official Newsletter
of the Sonoma Skycrafters

EAA Chapter 1268

Sonoma Skypark Airport

21870 Eighth Street East

Sonoma, CA 95476

AUGUST 2025



JUST ONE OF THE MANY INTERESTING AIRCRAFT OVER
OSHKOSH THIS YEAR. ONE OF TWO GOODYEAR BLIMPS.

Taking a last flight of the day before the thunderstorm hit

CHAPTER OFFICERS

President: Robin Tatman, 707-853-2220

Vice President: Darrel Jones, 707-799-6382

Secretary: Nelleke Cooper, 707-486-2505

Treasurer: Ray Gallarate, 650-421-3781

BOD: Don Booker, 707-938-9461

BOD: Marsi Allard, 415-686-5254

Web editor/Young Eagles: Gretchen

McDougall gretchen.mcdougall@gmail.com

Speaker coordinator: position open

Dinner coordinator: Sandy Mikkelsen

sindymikkelsen@att.net

Saturday barbecue Chair: Marilyn Seibert,
707-479-5712

Building/Newsletter: Darrel Jones, 707-799-
6382, wd6bor@vom.com

Membership Chairs: Don and Ligia Booker,
707-938-9461

Flight Advisor: Steve Silver,
skyparksteven@gmail.com

Pietenpol Chairperson: Yayoi West, 707-364-9257

Pietenpol Build Team Leader: Michael Wray, mdwray33@gmail.com

FIRST THINGS FIRST

This month's meeting is this **Tuesday, August 12**. The Board of Directors will meet at 6:00 p.m.

Dinner is at 7:00 p.m. after the Board of Directors' meeting, and is \$10.00 per person. Our chefs for the month will be Marsi Allard and Nelleke Cooper, so you know it will be good.

Our program will be a recap of the Oshkosh AirVenture experience, by some of us who went this year.

WOMEN IN AIRPLANES



588th Night Bomber Regiment PO-2s, 1944

These were the Night Witches who bombed the Nazis on the eastern front during World War II. They would fly over the German positions at night, idle their engines, glide down and release their bombs, denying the soldiers an uninterrupted night's rest. I've read a couple good books about them. There are some films about them as well. I've bookmarked a couple of them on Amazon Prime made by the Russians during the Soviet era. I'm looking forward to watching them. I'll let you know how they are.

I just watched another Soviet film about a women's anti-aircraft regiment, that was made in 1972, "The Dawns Here are Quiet", that was nominated for a Best Foreign film Oscar. Very interesting stuff.

PRESIDENT'S REPORT



Captain Robin Tatman, Chapter 1268 President

> Hi everyone!

>

> Hard to believe days are getting shorter fast and kids are getting back to school already. Many of you remember Ken from Flying Tails when he was a guest speaker last year. He said they just finished shooting the pilot for the Flying Tails series on animal rescues to air on PBS. If they get good reviews when it airs, more episodes will be approved. He is thinking about doing a premiere possibly at the Empress Theatre in Sonoma or some other local spot in a month or so. We are all invited and will let you know when the date is set.

> He said that the next hurdle will be securing corporate support for future episodes and to help fund future rescue flights.

> Ken has already made a pitch, surprisingly, to Alaska Airlines. He thought that went well, but was surprised at the amount of paperwork, documentation, and explanation they were requiring to review before talking to him. When I asked if there was anything we can do to help out, he mentioned if anyone knows anyone on the "inside" of places like Purina, Petco, Chewy, Southwest Airlines (they have

supported military service dogs on their flights for years), etc. Having an “in”, even if it’s “I know a guy that knows a guy that might know a guy...” is critical.

> Saturday hamburgers keeps getting more successful with Marilyn and Marsi at the helm, accompanied by a steady group of monthly volunteer coordinators, barbecuers, and helpers. According to Marilyn, our numbers are up over previous years in terms of revenue and burgers sold. That helps our bottom line tremendously. Thank you to everyone involved making that happen, and to all of you who show up every week!

> Our brand-new refrigerator and freezer were installed last month in the club house. They are giving everyone a little more room to organize supplies, and keep the ice, ice cream, and freezer goodies solid.

> I have a fun update for you on two pilots who are not affiliated with the chapters in any way, but who had their first flights with me at Sky Park.

> On January 1, 2022, I flew with Mary Ross. We took a New Year’s Day flight out to fly-in in the Valley. Mary got her first stick time out and back, and her mom, Vlasta, flew with Bob in the 170. She started training in March 2022. Forget medical school - flying was a better bet. Fast forward to today, 3 years 5 months later. In that time, she graduated high school, finished a 4 years degree mostly online, got her private, instrument, commercial, multi-engine, CFI, CFII, built time, got hired with Endeavor, upgraded to Captain as soon as able, was invited to apply and become a Check Airman, and is very active with ALPA. Tomorrow is her last trip with Endeavor. She starts new hire training with American Airlines in 2 weeks. That makes my head spin.

> My other update is about Mia Anderson. I took her flying in the C-120 on a beautiful crisp day at Skypark when she was 15. Her dad is a Southwest pilot, and she had been making

noises about being interesting in being a pilot. From that day she was hooked and by 17 had her glider rating followed closely with her power plane rating. Along the way she found a high school in Virginia that had an embedded flight training program. Her dad bought an RV and got back in to general aviation. She also got interested in aerobatic glider competitions, and is now a National Champion. She was recognized at the Oshkosh fundraising gala July 25th as an “EAA Through and Through” with other EAA inspirational folks. Here’s a link to the presentation. If you look closely there is a picture of the two of us the day we went flying on the screen.

[Mia Anderson at EAA](#)

[Mia Anderson glider aerobatics](#)

[Mia Anderson EAA interview](#)

> There are many things I love about aviation, and a big one is the aviation community and how small and tight it can be. Both of these two pilots have shown impressive focus, skill, and fortitude in accomplishing their goals up to this point in their lives. The part of their stories that I love most is how our lives intersected, and where an hour plus flight took them from there.

> I met Vlasta when she was 16 and I was 22. Tat, who worked with her dad Larry at United Airlines in Flight Test taught her, me, and her brother Lawrence how to fly in his Taylorcraft BC-12D. Vlasta and I met Brent about 3 years later when Bob Norris started Flight Simulation in San Carlos. I was the Chief Flight Instructor, and Vlasta was one of the first flight instructors I hired. Brent was the Maintenance Manager. Besides wrenching on airplanes, he was building time flying Traffic Watch for KGO radio every morning before work. After about 3 years, Vlasta and some of the other instructors got hired at Atlantic Coast Airlines when Presidential went bankrupt. They recommended Brent and I, so we got jobs too and all moved to Virginia. Then about 5 years

later, Brent went to Southwest, Vlasta to UPS, and me to Northwest. From the time their kids were born, they were hearing about us, and we were hearing about them. I just love that.

> Through Young Eagles and all of our scholarships, we influence a lot of lives. Most we don't really get to see how. But with these two it's fun to see where their aviation roots started. It will be even more fun to watch them grow in to their careers.

> Thanks to all of you who help make these kinds of things happen at our Chapter and beyond.

Robin

VICE-PRESIDENT'S REPORT

I have a few things to report this month, the first being that two of our Ray scholars are scheduled to take their check rides this month, between the 17th and 23rd. Roger Flores and Aldren Domingo are ready, with Alex Gosselin having to wait until his 17th birthday in December. All three have taken their written and are studying now for the oral portion of their check rides.

The other youth related news is that our six Air Academy scholars are back. I was able to see one of them, Iris Morrison, at Oshkosh with her grandparents Sindy Mikkelsen and Tim Bloodgood. We will have them all at our October meeting to report on their experiences at the Air Academy aviation summer camp. Chapter 1268, partnering with the Napa Aviation Exploders, was able to send them all back on full scholarships.

I flew the 182 back, leaving Sonoma Skypark on Wednesday, July 16, and getting to Brodhead Thursday in time for the Shelly and Kevin spaghetti feed. Kevin has a Corvair powered Pietaenpol, and has flown it up from Texas in the past. Shelly has put on a brisket sauce spaghetti feed for the group on Thursday, before the official Friday whitefish boil and Saturday pork chop barbecue.

As is usual, the morning flight over the Sierras and Nevada to my first fuel stop in Wendover was uneventful. As is usual, the afternoon flight over Utah and Wyoming was a challenge.

Things weren't too bad until I approached Rock Springs. Looking at the weather on Foreflight on my iPad, it was massive green, yellow, orange and bright red across my route. Thunderstorms.

I usually file IFR, so I called ATC and asked to divert south where there were only a few green patches to thread through. Monitoring the frequency, I heard numerous other flights asking to divert also. Only they were calling from 20,000 feet to above 30,000.

Watching the green arrows representing those aircraft, it looked as if we were forming a conga line around the buildup. Once past that, though, things were just the regular bump, bump, bump of riding the thermals and rising air below the developing cumulus. As usual.

After nearly two weeks away from home, I was glad to be back in my own bed, with Catherine and our two dogs snuggled in to keep me warm.

I'll have some photos to share at the meeting, and we'll talk about our collective experiences attending the world's biggest fly-in and airshow. Over 10,000 aircraft operations and over 703,000 people attending through the week. Oshkosh, as usual.

EAA 1268 TREASURER REPORT **AUGUST 2025**

The Treasurer's report is as follows.

Checking	\$4350.13
Savings	\$22,884.33
CD	\$20,351.09
Deposits:	
Sat. Burgers	\$1800.00

Donations \$7045.69 (Sonoma
Skypark, Clubhouse Restroom Renovation
reimbursement)

Dues \$60.00

Young Eagles Burritos \$240.00

Ray Scholarship Funds from Aviation

Explorers \$8499.57

Expenditures:

CA DOJ 501 c3 renewal fee \$25.00

EAA Air Academy Enrollment fee \$2300.00

Mike Smith Aviation \$13,500.06

(Flight Training for Ray Scholars Roger Flores-
Chacon, Alex Gosselin, and Aldren Domingo)

Regards,

Ray Gallarate, Treasurer

650-421-3781 cell

Please send your dues renewal checks to EAA
1268, PO Box 234, Vineburg, CA 95487-0234.

YOUNG EAGLES

Young Eagles Day for this month is today,
Sunday, August 10. I was a little worried
because we were down four of our regular
pilots and I had only heard from two airplane
and one gyro pilot that they would be flying.

The day had a happy ending, with George
Bachich in his Cub and George Belden in his
170 out, with Dan Roseland finally finished
with his annual and back with his 172; Mark
Shackford bringing out his 170, and Steve
Crawford and Paul Hollingworth filling the
roster with their gyrocopters.

Gretchen McDougal was up early to organize
and start the registration, with Ligia Booker
bringing donuts donated by Safeway and
helping with registration. Paul's wife, Jenny,
came to also help with registration, since she
handles those duties for Chapter 124 in Santa
Rosa.

Ilario Gallo arrived early to get the breakfast
burritos started in the clubhouse, helped by
Roger and Alberto Flores-Chacon's dad,
Alberto Sr. and one of the Napa Air Explorers.

They produced a beautiful spread and more
than thirty burritos, so there were some left for
the pilots after the rally.

The Napa Air Explorers were out in force and
set up an information table, with handouts and
sample magazines for the Young Eagles and
their families, and to answer any questions.

Altogether, the six pilots flew 24 Young Eagles
during the rally, and two Eagles after the Rally.

As is usual, we are looking for volunteer pilots,
ground crew and registration helpers for our
monthly Young Eagles events. Let us know
you will be joining us and helping out by
sending an email to Gretchen at
gretchen.mcdougall@gmail.com or me at
wd6bor@vom.com.

CHAPTER PIET BUILDING PROJECT

I went to the Pietenpol reunion at Brodhead
Airport, Wisconsin, the weekend before
AirVenture at Oshkosh. Michael had asked me
to take some more detail photos of rigging and
controls on the Piets there. Because of weather,
only three Piets flew in, although there were
several others that are based at Brodhead that
were brought out and flown.

I did get some close-ups of the rigging on the
different airplanes, and brought back about two
to three hundred shots for Michael and Ray to
go through for ideas.

The Chapter 1268 Pietenpol project is coming
along, and still looking for other members who
would like to help out. Stop by the clubhouse
on most Saturday mornings about 9:30 to meet
Michael and Ray, then stay for a hamburger at
noon.

SATURDAY BARBECUE

Marsi sent me a note reporting that Kevin
Horn, one of our Young Eagles pilots from
Napa, came to a Saturday hamburger event
recently with CPR mannequins and put on an
impromptu CPR class for the people there that

day. A big Thank You to Kevin for taking the initiative to hopefully help save some lives.

Marilyn, Marsi and Rony and their enthusiastic crew of cooks and servers are continuing to serve lunch to the hungry pilots and Sonoma Skypark friends every Saturday from noon to 1 p.m. The regular Saturday barbecue features a delicious hamburger or hot dog lunch, complete with chips, drinks and a cookie for \$10. The camaraderie is free!

This is Chapter 1268's major fundraiser for scholarships for sending our local Young Eagles to the EAA Air Academy in Oshkosh each summer.

Thanks again to Marilyn, Marsi, Rony and their devoted crew for their very valuable, and enjoyable, contribution to the Chapter.

EAA 1268 FLIGHT ADVISOR



Captain Steve Silver on the flight deck of the Boeing 777

Last month we discussed angle of attack, and that increasing angle of attack (AOA) will result in more lift..." to a point." This month we will discuss further what "to a point" means.

When we increase angle of attack there is a point at which increasing angle of attack will no longer produce more lift...that "point" is the critical angle of attack.

A couple of terms that are sometimes used interchangeably are critical angle of attack and stall. While these two terms are closely related, they are not synonymous. Exceeding the critical angle of attack is the cause of a stall, and the stall is the effect.

At the stall, the airflow across the upper cambered surface ceases to flow smoothly and in contact with the upper surface and becomes turbulent, thus greatly reducing lift and increasing drag.

Depending on altitude, and other factors, getting into a stall can have deadly consequences. As part of our flight training, we are taught to recognize, and recover from a stall. A stall may be accompanied by one or more of the following: Buffet, poor pitch authority, poor roll control, and inability to arrest descent.

It is important as part of our initial flight training and recurrent training we are able to recognize and recover from all kinds of stalls:

- Power-off Stalls simulate landing scenarios where you reduce power and gradually raise the nose to maintain altitude.

- Power-on Stalls mimic takeoff or go-around situations, taking place at full power with a steep climb angle.

- Accelerated Stalls take place during steep turns or abrupt maneuvers. Remember, during a 60-degree banked turn, the aircraft weighs twice as much due to the load factor (2Gs). Now, the wings have to produce more lift to support this weight

- Secondary Stalls happen when you pull back on the controls too aggressively during recovery, causing the angle of attack to go beyond the critical limit again.

Stall recovery focuses on restoring smooth airflow over the wings by reducing the angle of attack. The stall recovery procedure that is

effective in most scenarios is to: reduce the angle of attack, level the wings, and apply full power.

While this sequence may seem straightforward, it requires practice to execute effectively, especially when close to the ground where available altitude is limited. The instinctive reaction during a stall is often to pull back on the controls, which will make the situation worse.

Let's challenge ourselves to stay proficient in stall recognition and recovery. It is a perishable skill that must be practiced on a regular basis. Next month we will discuss a follow-on, or an aggravated type of stall...spins.

IMC/VMC CLUB

We're still looking for members for the IMC/VMC club. Let me know if you want to belong to this exclusive group. They even let me join.

This Month's Question:

Question: You're flying an aircraft with a carbureted engine and have just completed a rather long taxi for departure. The outside air temperature is about 70 degrees F, and the humidity is high. As part of your runup, you momentarily turn the carb heat on, and noticing a reasonable drop in RPM, you turn it back off again. Should you be comfortable that the carb heat check is satisfactory? What other hazard might still exist, and how would you check for it?

Answer to last month's question:

Question: Autopilot systems in general aviation aircraft can be a tremendous asset for managing the inflight workload. However, they do require additional knowledge for safe operations. Besides the basic system operating procedures, what three items might be considered most important knowledge items regarding autopilot system operations?

Answer: Three important items that pilots using autopilot systems must be aware of include:

- 1) Limitations of the system, including the altitudes at which the system can be engaged,
- 2) Location and operation of the autopilot disconnect switch, and
- 3) Location of the circuit breaker serving the autopilot system and associated components.
- 4)

According to FAA's Safety Alert for Operators, SAFO 18014, "There have been several fatal accidents in which the pilot was unable to identify and pull a circuit breaker (typically the autopilot) during an abnormal or emergency situation."

Also, according to SAFO 18014, "The first and closest method of disconnecting a malfunctioning autopilot is the autopilot disconnect switch, typically mounted on the control yoke. Most systems may be disconnected by the mode buttons on the autopilot control panel. However, there are some failures (shorted relays, wires, etc.) that remove control of the servo actuator from the control unit itself. In those instances, the pilot must find and pull the circuit breakers that interrupt power to both the trim and autopilot systems. Some trim systems have separate circuit breakers for trim motors that operate different control surfaces (roll, pitch, yaw). It is important to understand that all functions and equipment associated with a circuit breaker are lost if that circuit breaker is disabled. In too many cases, a circuit breaker installed in an aircraft supplies power to more functions than the label implies."

GROUND SCHOOLS

Mike Smith Aviation at Napa Airport is also holding free ground school classes on Saturday mornings.

Contact Kimberly Sanders Smith at 916-607-4023 for more information.

The classes are held at the flight school at 2000 Airport Road, Napa 94558, 200 yards north of terminal building.

This free ground school coaching session for the Private Pilot Knowledge test is for student pilots, rusty pilots, anyone interested in learning to fly. Everyone is welcome! You'll need to purchase a book, available on site: Gleim Private Pilot Test Prep, \$22.95.

They will be offering an instrument ground school for a nominal fee.

If you have any flight planning gear, such as a plotter, E6B, old sectional charts or anything usable for ground school classes, please bring them to the meeting or drop them off at the clubhouse.

2025 DINNER SCHEDULE

We have some of our celebrity chefs for 2025 but let us know if you want to take an unfilled month. Hot dogs, chili or pizza are perfectly fine. Our meal coordinator is Sindy Mikkelsen at sindymikkelsen@att.net. Let her know you can provide the meal for a meeting and she will put you on the schedule. Copy me at wd6bor@vom.com so I can include you in the newsletter dinner schedule.

The schedule for this year so far is:

Month	Cooks/Meal
2025 DINNER SCHEDULE	
JAN	Sindy Mikkelsen- paella
FEB	Marsi Allard
MAR	Marsi Allard, Robin Tatman, Nelleke Cooper- corned beef
APR	Sonoma Ballooning Adventures
MAY	Don and Ligia Booker, Wayne and Cecilia Schake
JUN	Robin Tatman
JUL	Darrel Jones- barbecue
AUG	Marsi Allard and Nelleke Cooper
SEP	Dane, Joyce and Scott Miller
OCT	?
NOV	?
DEC ?	XMAS PARTY

Standby	?
---------	---

SPEAKERS

We are always, continually, everlastingly looking for speakers for our monthly programs., so let us know if you can help out by taking on this important job. We can give you contact information for other local Chapters so you can find speakers they have had.

Contact President Robin Tatman at 707-553-2747 or send an email to me at wd6bor@vom.com so we can get your program or speaker information into the newsletter.

Month	Speaker/Member/Subject
2025 SPEAKER SCHEDULE	
JAN	Ken Wayne- Flying Tales animal rescue
FEB	Yayoi West- X-59, First Flight is scheduled in 2025
MAR	Renee Bowman, Safety Auditor De-Ice Team for Delta Airlines
APR	Al Delsin- WWII training accident
MAY	Will Campbell- the Philippine Mars flying boat
JUN	Yayoi West- NASA report
JUL	Steve Silver- hangar tour
AUG	AirVenture 2025 reports
SEP	Allen Low, retired Delta Airlines pilot Robin flew with
OCT	Air Academy/Ray scholar participant report
NOV	Andy Werback- Lancair Grand Champion
DEC	XMAS PARTY

2025 EAA 1268 CALENDAR

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

DATE	EVENT
2026	Truckee Tahoe Airshow, Truckee
8/9-10	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
8/10	Young Eagles 9:30 am
8/12	1268 Meeting 7 pm

8/16-17	Wings Over Camarillo Airshow
9/9	1268 Meeting 7 pm
9/13-14	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
9/14	Young Eagles 9:30 am
TBD	MCAS Miramar Air Show- San Diego, CA
9/?	Wings Over Wine Country
9/9	1268 Meeting 7 pm
9/13-14	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
9/14	Young Eagles 9:30 am
9/26-28	Oregon Int'l Air Show- McMinnville, OR
TBD	Central Coast AirFest- Santa Maria, CA
10/4-5	California Int'l Airshow- Salinas, CA
10/10-12	San Francisco Fleet Week- San Francisco, CA
10/11-12	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
10/12	Young Eagles 9:30 am
10/14	1268 Meeting 7 pm
10/26	Schellville/Sonoma Valley Airport Props, Pistons & Pasta On The Runway Open House
TBD	Benton Air Fair- Redding, CA
TBD	Planes of Fame Air Show- China, CA
11/8	Estrella Warbirds Wings & Wheels- Paso Robles, CA
11/8-9	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
1/1/26	New Years Day
Every <u>Saturday Noon to 1:00 pm</u> Skypark Hamburgers and Hot Dogs in the clubhouse!	

EAA CHAPTER 1268 MINUTES

Board of Directors Meeting
July 8, 2025

I was cooking that evening and Nelleke wasn't able to attend, so as far as official minutes are concerned, there was no business conducted. If I find out otherwise, I'll include amended minutes in the September newsletter.

The program for the evening was a tour of Steve Silver's hangar and memorabilia. It was very well received.

If you weren't at the meeting, you missed a great dinner of barbecued chicken and sausage, with potato and macaroni salads and Catherine's buttermilk pound cake. Robin brought some cake for dessert also.

OTHER NEWS

WOMEN ON MOTORCYCLES



London 1932 female firefighting brigade.

Send me your news for **your** newsletter!

Sonoma Skycrafters
EAA Chapter 1268
PO Box 234
Vineburg, CA 95487-0234

MEMBERSHIP **DUES ARE DUE** IN JANUARY, AND MEMBERSHIP RUNS FROM JANUARY TO DECEMBER. DUES ARE STILL A MODEST **TWENTY BUCKS**, SO BRING SOME CASH FOR DINNER AND A BIT MORE TO **PAY YOUR DUES FOR 2025!** SEE YOU AT THE MEETING! MAIL YOUR CHECK TO: EAA 1268, PO BOX 234, VINEBURG, CA 95487-0234 IF YOU WON'T BE AT THE MEETING.

REMEMBER! THE AUGUST MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, AUGUST 12 AT 7 P.M., AT THE SKYCRAFTERS' CLUBHOUSE, HANGAR B-5 AT SONOMA SKYPARK AIRPORT.

DINNER STARTS AT 7 PM, SO DON'T BE LATE!

THE BOARD OF DIRECTORS MEETING WILL BE 6 P.M. BEFORE THE MEETING
SKYCRAFTER MEMBERSHIP

EAA CHAPTER 1268 Membership Dues: Regular - **\$20 per year.**
Student, through 18 - **FREE**

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:

Sonoma Skycrafters EAA Chapter 1268
PO Box 234
Vineburg, CA 95487-0234