



THE FLYING TIMES

The Official Newsletter
of the Sonoma Skycrafters

EAA Chapter 1268

Sonoma Skypark Airport
21870 Eighth Street East
Sonoma, CA 95476

SEPTEMBER 2025



DON CARTER'S ORIGINAL BUCKER BU 133 JUNGMEISTER
At Freddie Dickson's ranch fly-in many years ago. That's Ted Babini's PA-
11 next to it, with Fred's burgundy and orange Citabria in the back

CHAPTER OFFICERS

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Vice President: Darrel Jones, 707-799-6382
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Dinner coordinator: Cindy Mikkelsen
sindymikkelsen@att.net

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707-479-5712

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707-938-9461

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skyparksteven@gmail.com
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mdwray33@gmail.com

FIRST THINGS FIRST

This month's meeting is this **Tuesday, September 9**. 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 Cindy Mikkelesen, remotely, assisted by Dane Miller and his dad Scott locally. Dinner will be pizza, lasagna, salad and dessert.

Our program will be a presentation by some of our Ray scholars, who will talk about their flight training and check ride experience. We may also have a CPR demonstration.

PRESIDENT'S REPORT



Captain Robin Tatman, Chapter 1268 President

Hi everybody!

It's hard to believe Labor Day has come and gone. While it's certainly not fall yet, at least the temperatures here have been cooling off from their peaks. I woke up at 6 am yesterday and it was dark. The days are getting shorter, and it's also fire season. Time to start recalibrating sunset flights, and watch out for smoke from wildfires restricting visibilities.

We had yet another record month from the Saturday Barbecue. Marilyn turned over \$1100 for August! Those funds are such a boost for our fundraising!

I wanted to mention another soul that is such a wonderful help to all of our events - the Saturday Barbecue and our Young Eagles Rallies, and our Family Fund Days in the past. Mark Shackford has been a welcome addition to the airport as both a shareholder and airport employee for some time now. He's been the Airport Manager and currently is relief on the weekends, most Friday through Sundays. He is always happy, and never too busy to help out with whatever you need. That could be rebooting the fuel station or finding an extension cord for fans for our barbecuers who are melting in the heat in the clubhouse. He is a much-appreciated extra set of eyes for getting the clubhouse buttoned up after Young Eagles and our weekly barbecues. Thank you Mark for all the things you do. You are a treasure!

There was a great article in the AOPA News & Media section called "Demand for Airline Pilots 'Normalizes'". Here is the link:

[Demand for airline pilots 'normalizes'](#)



An industry expert says hiring rates for airline pilots remain healthy as they settle toward pre-pandemic levels.

While the information in it is on point and interesting, it illustrates the gigantic pendulum that always has and always will shape airline hiring. If you know someone who is

considering a career in aviation, it is critical that they understand the ebb and flow of jobs in the industry as part of their preparation for a career in aviation. If they don't, it is easy to become frustrated, scared, and/or even quit flying after spending large amounts of time and money to get your ratings and build time. Periods of massive hiring, massive layoffs, and multi-year stagnation have been well documented since the 1950's. Look it up.

Partially due to the pandemic and the retirements of pilots turning 65, 2022 and 2023 had high rates of hiring which tapered off in 2024. Apparently, expected hiring rates due to pilot retirements have returned. As an interesting note, they revised their peak periods of retirements that affect hiring. Previously the peak was expected to occur in 2026. Now it has been revised to occur in 2031. That is good news for those starting their training now and in the next few years.

Bottom line, if you love flying pursue the career of your dreams. But it is ALWAYS good to have Plan B, Plan C, Plan D, etc. Just like you have contingencies in planning a flight, you should think the same way about your career progression: what if you run out of money before you get your ratings and build time, what if you can't find a job right away, what if you get laid off from a flying job? How will you eat, pay your rent, and buy gas? Ask me how I know! What other interests do you have that can help pay the bills: flight instructor, construction work, mechanic, accountant, baby sitter, waiter, translator? If you are going to college, think seriously about a minor that could lead to revenue besides your flying.

During my last five years at Delta, I flew with many pilots that had side gigs which included Estate Attorney, Umpire, Accountant, Interior Designer, and Artist. Some went to school, and others developed their natural talents. Some were able to find other flying jobs at the corporate or private level. All of them said that when they heard Delta was

going to go bankrupt in 1994, they started developing second careers to feed their families and keep their homes. Have a Plan B as part of your career planning! If you do, you'll be less likely to need it and certainly in a better place mentally to stay on your feet during hard times.

See you Tuesday!

Robin

VICE-PRESIDENT'S REPORT

I always save this for last, just in case there is any late-breaking news flashes. And to gather my wits, which seem to be scattered all over the place,

First of all, we have two more private pilots, Roger Flores-Chacon and Aldren Domingo. They will both be at the meeting Tuesday to share their experiences and some photos of their training and check ride.

Robin is trying to arrange for Kevin Horn to also be there to run a short CPR course. Kevin brought his training materials to a Saturday barbecue recently and put on an impromptu class. It should be an interesting evening.

Sindy Mikkelsen is providing dinner this month from the Seattle area. She will be phoning in the order and Dane and Scott Miller will pick it up and serve at the meeting. She will order enough for thirty, so come down so there won't be any leftovers.

Sindy also picked up a bottle of bourbon at Oshkosh in a collectable bottle, and has put that together with some accessories to make up a gift basket she and Tim are donating to the Chapter for a raffle. Tickets are \$5 each and can be bought at the meetings or the Saturday barbecue, and the winning ticket will be drawn at the Christmas party. You don't need to be present to win, but make sure you put your name and phone number on the ticket so we can call you.

More information is at the end of this newsletter.

Sindy also shared the news that she and Tim are getting married, with the wedding to be held in Canemah, near Oregon City, just south of Portland. They chose that location so it would be halfway between family and friends in Seattle and California. Sindy said to extend the invitation to all their Chapter 1268 friends to join them October 18 for the big day. Sindy's phone number and email are in the list of officers on the front of this newsletter.

BTW, we still need cook(s) for October and November. Let Sindy, Robin or me know if you can bring a meal. The Chapter will reimburse your costs.

George Bachich writes the Skypark Airport monthly newsletter. It is always informative and interesting. This month he wrote a profile on Jonathan Kibrick, who is building a RV-8 and is quite far along on the project. I asked if I could attach his newsletter to the email I send to Chapter 1268 members, and he told me to go ahead.

George also forwarded an email from Ken Wayne, from Flying Tails Animal Rescue. I'm including it here for those of you who would be interested.

Thought your members might like to know we're going to screen our upcoming PBS Flying Tails show at the Sebastiani Theater on September 28th at 6pm, before the show is broadcast on PBS in November.

Here's the info. Thanks for sharing!



Ken Wayne
510-589-7092

<https://www.eventbrite.com/e/flying-tails-tv-show-screening-tickets-1647011187799?aff=oddtcreator>

We have another Ray scholar candidate, Jack Laipply, from San Francisco. Robin and I met with him yesterday at the clubhouse, and after talking to him for a bit, scheduled a formal interview with him and his parents for September 20. Jack would fill out our last 2024 Ray scholarship and would probably start training after the first of the year. He has flown with Richard Craig and has 18 hours to date.

I had a candle light dinner with my great-granddaughter Norah, daughter Lolly, and son-in-law last night on the Jeremiah O'Brien Liberty ship in San Francisco, and it was the most elegant and enjoyable meal out I've had in years, courtesy of Norah.

Norah and I have been going on the Fleet Week Bay cruise on the Jeremiah O'Brien for two years, and last year she won the grand prize in the raffle, a candlelight dinner for four on the O'Brien.

We'll be on the O'Brien again this year watching the Blue Angels October 11. Robin and Bob are talking about joining us, so if you would like an incredible cruise on a historic WW II ship, join us. For tickets, go to:

<https://ssjeremiahobrien.org/event/fleet-week-cruise-saturday/?v=0b3b97fa6688>

EAA 1268 TREASURER REPORT **September 2025**

The Treasurer's report is as follows.

Checking	\$1795.54
Savings	\$22,571.33
CD	\$20,422.38 (Renewed for another 6 mos. @ 4.0%)

Deposits:

Dues	\$100.00
August Mtg.	\$10.00
Young Eagles Burritos	\$77.00
Donations	\$1000.00 (Thank you to Ken Callander!)
EAA ACH Ray Scholarship Funds	\$12,600.00

Expenditures:

Darrel Jones \$238.52 (July Meeting
Dinner Receipts, kitchen/barbecue supplies)
Robin Tatman \$2474.43 (New
Clubhouse refrigerator and freezer)
Mike Smith Aviation \$13,416.15 (Ray
Scholarship flight training)
Silverado Alarm \$222.00 (Alarm
monitoring for 6 mos.)
Darrel Jones \$303.49 (Clubhouse
supplies, water, soft drinks, etc.)

I will not be at the September 9th Meeting. If
anyone has any questions, call or email me.
Thanks

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 Sunday,
September 14. 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

Ray and Michael continued work on setting up
the horizontal and vertical stabilizers, and
attaching the rudder and elevators. Setting up
the hinge holes for drilling takes a surprising
amount of time. Any T88 epoxy glue in the
drill path is glass hard and deflects the careful
set up. On the plus side Darrel's comprehensive
set of router bits allowed us to make a quick
and accurate job of rebating the rudder hinges.

The next one we build will go much faster!

Michael

SATURDAY BARBECUE

Marilyn, Marsi, Julie 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, Julie
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 stall recognition and
recovery. Specifically, the recovery process
involves 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.

This month I would like to briefly discuss the
result of not executing the proper stall
recovery. Specifically, an aggravated stall or
spin.

An aircraft will not spin without two key components...stall and yaw.

Stall: An aircraft must first be in a stalled condition, where the wings' critical angle of attack has been exceeded and lift is lost.

Yaw: The stall must occur while the aircraft is yawing, or flying in an uncoordinated manner. This can happen from improper use of the rudder, cross-controlling, or other maneuvers. The yaw causes one wing to become more stalled than the other, creating a critical lift and drag imbalance.

When I was an instructor in the Air Force, part of the training syllabus in undergraduate flight training was the successful entry, recognition, and recovery from a full stall. The Cessna T-37 Tweet was specifically designed to spin. In a fully developed spin, the aircraft would rotate 360 degrees every 2 seconds. The maneuver created quite a bit of apprehension among students, but was a good training maneuver to not only recognize a spin (that would not be recoverable in most military aircraft) but to address the components of proper recovery procedures.

While spin training is only required for Certified Flight Instructor (CFI) training, there is still debate about whether spin training should be accomplished for the private pilot curriculum. The FAA has determined that the emphasis should be placed on stall recognition and recovery rather than spin recovery, since proper stall recognition and recovery means the aircraft will never spin. The Air Force has adopted this same philosophy when the primary trainer aircraft changed from the Cessna T-37 to the Beechcraft T-6 Texan II, in 2009. The syllabus removed the spin training from the curriculum to focus on stall recovery and spin avoidance.

The debate as to whether spin training should be accomplished as part of pilot training curriculum will not be solved here. What we

can agree on is that stall recognition and recovery is a failsafe prevention for spin entry.

However, if a spin is inadvertently entered, there is nothing complex about the recovery. We simply need to break the stall and yaw:

Power to idle: Immediately reduce the engine power to idle to eliminate its contribution to the spin.

Ailerons to neutral: Place the ailerons in a neutral position. Using ailerons incorrectly during a spin can aggravate the rotation.

Rudder opposite the spin: Apply full rudder in the direction opposite to the spin's rotation. This stops the autorotation.

Elevator briskly forward: Move the elevator control forward to break the stall. This decreases the angle of attack and allows the wings to start flying again. Once the rotation stops, the pilot can smoothly pull back to a level flight attitude, ensuring not to exceed the aircraft's G-load limits.

In the air force, we typically entered the spin at 20,000 feet. In a developed spin we would have a decent rate of 10,000' per minute. At our high starting altitude, we had plenty of time for recognition and recovery.

The takeaway here is that getting into a spin at pattern altitude will almost certainly be unrecoverable. Again, back to our basic premise...the key to spin recovery is to recognize and recover from a stall, because without a stall, the aircraft will not spin.

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 a personal aircraft under Part 91 and wish to carry some fireworks

that will be used for celebration at a private party. Can you legally transport the fireworks in your airplane?

Last Month's Question and Answer:

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: The procedure followed indicates that the carb heat is working, but the long taxi may have allowed some carburetor ice to form, which could reduce power on takeoff. To better check the carburetor ice condition, leave the carb heat on for 15 seconds or so. A rise in the RPM during this period would suggest there was some carburetor ice which has been removed. If you only have the carb heat on momentarily, you may see the drop, but the heat is not on long enough to melt ice that has formed.

GROUND SCHOOLS

Mike Smith Aviation at Napa Airport is 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/M 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	Ray scholar presentation
OCT	Air Academy 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
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
9/20	Wheels and Wings Show, Pacific Coast Air Museum, Santa Rosa
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- Chino, 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

The August minutes will be in the October newsletter.

OTHER NEWS



Send me your news for your newsletter!

RAFFLE TIME!

Finish every flight with a Flare



*Up for raffle is a gift basket provided by
Sindy Mikkelsen & Tim Bloodgood*



- One (1) 750ML of Flare Bourbon Whiskey
 - One (1) Flare Bourbon or Headset Bag
- Set of two (2) Glacier Rocks Stainless Steel Ice Cubes
 - Four (4) Bourbon Glasses



All proceeds will go to the Chapter 1268 Young Eagles and Youth Programs
Raffle tickets may be purchased at our regular meetings or the Saturday barbecue for \$5 each.
Drawing will take place at our December Christmas Party.

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 SEPTEMBER MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, SEPTEMBER 9 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