



THE FLYING TIMES

The Official Newsletter
of the Sonoma Skycrafters

EAA Chapter 1268

Sonoma Skypark Airport
21870 Eighth Street East, B-5
Sonoma, CA 95476

AUGUST 2026



ELIO EEO, EAA CHAPTER 1268'S LATEST PRIVATE PILOT
Elío received a \$12,000 scholarship funded solely by Chapter 1268 members
Thank you for your generosity!

CHAPTER OFFICERS

President: Robin Tatman, 707-853-2220

Vice President: Darrel Jones, 707-799-6382

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Treasurer: Ray Gallarate, 650-421-3781

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Saturday barbecue Chair: Rony Kurniawan,
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Building/Newsletter: Darrel Jones, 707-799-6382, wd6bor@vom.com

Membership Chairs: currently open

Flight Advisor: Steve Silver,
skyparksteven@gmail.com

Pietenpol Chairperson: Yayoi West, 707-364-9257

Pietenpol Build Team Leader: currently open

FIRST THINGS FIRST

This month's meeting is this Tuesday, August 11. 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 \$15.00 per person. Our chefs for the month will be Nelleke Cooper and Janett Sanchez, who will be doing tacos and the trimmings.

Our program will be a presentation by Alex Ramos, an Air Traffic controller working at the Napa County Airport Control Tower. Alex will be answering your questions about communications and operations at KAPC.

PRESIDENT'S REPORT



Captain Robin Tatman, Chapter 1268 President

Hi Everybody!

First things first ***SAVE THE DATE:
Saturday, December 5, 2026 *** Sonoma
Skypark Christmas Party and 50 Year Airport
Celebration!

This year, the Sonoma Skypark Airport turns 50! Please join us for a great program put together by Kathy Carmichael, and of course great food and beverages! More details to follow.

I want to extend a warm welcome to Kevin Horn, Joey Olivia, and Janett Sanchez. Both Kevin and Joe are retired fire fighters and paramedics. Kevin has been flying Young

Eagles with us for quite a while. Kevin has known Joey quite a while and recruited him to come and help us out. You will see both of them in the airport office and making themselves extremely useful doing many projects around the airport. Joey was a little concerned he didn't know much about airplanes. No worries - anybody that can restart somebody's heart or otherwise save a life is more than qualified!

Janett Sanchez came to Young Eagles with Pedro in tow last month and immediately offered to volunteer. She came to burgers the following week, and had her first solo as a Coordinator this last Saturday providing some much-needed relief for our group of Coordinators. She also volunteered to cook dinner for the Chapter with Nelleke Cooper this Tuesday evening. I'd be there - it's going to be really good! Thank you, Janett!



Elio, volunteering with the other Napa Aviation Explorers at the Chapter 1268 Young Eagles today.

Finally, I want to congratulate Elio Eeo on his private pilot license. He did it in only 5 weeks and 50.9 hours!! That was due to an immense amount of preparation on his part, along with

great instruction and coordination through Mike Smith Aviation. Thank you, Kimberly and Mike Smith, Kristen Gregory of the Napa Aviation Explorer Post, and wonderful support from Elio's parents, Billy and Vivian.

I did not go to Oshkosh this year but have been hearing wild stories of operations on the Fisk Arrival in to Oshkosh from those who flying, and seeing posts on You Tube. Basically, smoke from the wild fires in Canada closed the airport with low visibility. The next day when they opened back up, 2 days' worth of arrivals descended on Oshkosh with only 1 runway in use and marginal VFR conditions.

Due to the unusually heavy arrival traffic, the arrival was extended way past its normal originating points into rising terrain. Visibility was less than 2 miles with traffic required to maintain 2-mile separation. If you didn't have required separation over Fisk, you were turned back to the end of the line. Pilots were reporting aircraft cutting in line in front of them, swearing on frequency, and stepping on ATC, which further hindered instructions. Also, the ATIS for Oshkosh is unreadable more than 20-30 miles from the airport. Critical instructions regarding the arrival were necessary to know 60 miles out.

One of our pilots reported being turned back 4 times over Fisk due to other aircraft cutting in front of him. He was "arriving" for almost 5 hours. He is an IFR rated, instrument proficient pilot in an instrument equipped airplane. He had the equipment, fuel, and patience to wait it out, even if they had to fly after sunset.

Arrivals in to Oshkosh are normally congested. This was more like chaos. So, my only reason to bring it up is to think about it in terms of a risk management exercise. There were many unexpected issues that came up this year. You just spent two days dodging Thunderstorms and Tornadoes on you way to your destination. Now it's your last leg, target in sight. You know what the weather is, your aircraft

performance, your own proficiency. You don't know what Oshkosh arrivals and other aircraft have waiting in surprise for you when you get there. For all of our newbie pilots out there, would you continue on your last leg or stop (weather was real VFR the next morning)? What would your bingo fuel be? What are your alternates? Are you night current? What would you do.

In the meantime, fly safe. See you on Tuesday.

Robin

VICE-PRESIDENT'S REPORT

I'm just back from Young Eagles, where we had nine pilots flying thirty-five Young Eagles. It was a hot day, but everyone had a great time.



Chapter 1268 has a new Weber gas barbecue for Saturday hamburgers and our monthly dinners, courtesy of a very generous anonymous donation to the Chapter. The old barbecue has served the Chapter well for several years, but it is well past its retirement age.

I'm sure our Saturday chefs will appreciate the gift. It's a beauty!

Elio Eeo is our latest scholarship recipient successfully earning a private pilot certificate. Elio has been coming to Young Eagles for

several years and was one of our Air Academy scholarship recipients a couple years ago. He is also very active in Kristen Gregory's Aviation Explorer Post at the Napa airport.

Elio has been attending the ground school classes at Mike Smith Aviation and passed his private written test with a score of 95%. Mike Smith Aviation also didn't charge him for the instructor time for his individual ground school sessions, just to help with his training budget.

This is his reply to a congratulatory email from Robin telling him that he can now relax for a while.

"Yeah, it was quite the grind, I was flying 5-6 days a week most of the time. I had 50.9 hours before my checkride, which was super quick. The (checkride) flight time was only 1.1, and the oral was around 2.5 hours. Spent the whole last week studying for the checkride, so I will be relaxing for a while! See you at the next Young Eagles."

I want to thank Mike and Kimberly Smith at Mike Smith Aviation for all the support they have given our scholarship recipients over the years. Elio is our tenth successful private pilot since we started with Nathan Wilson in 2020.

I especially want to thank all of you who stepped up to cover two scholarships funded through Chapter 1268 when the Ray Foundation funding wasn't available this year. We are within about \$4,000 of fully funding these scholarships, entirely through contributions by our members.

If you have been thinking of contributing to our scholarship fund through monthly automatic payments or an endowment, please talk to Robin and Ray about how that could be set up. It is a perfect way to share your love of flying.

Chapter 1268's Flight Advisor, Captain Steve Silver, donated a beautiful Joola ping pong table to the Chapter, but we've been unable to find a home for it at Skypark.

If you have space in your hangar, or would like to make a contribution to the scholarship fund for the table, please let me know and we'll work something out.



We are also looking for hangar space in which to park the barbecue trailer built and donated by Todd Walker. It's currently parked outside my hangar K-1, but it needs to be inside during the rainy season.

Thanks,
Darrel

EAA 1268 TREASURER REPORT

July 2026

Checking	\$1852.41
Savings	\$37,580.77
CD	\$21,181.65

Deposits:

Meeting Dinner	\$269.46
Sat. Burgers	\$973.10
Donations	\$9571.30 (Ray
Scholarship Fund)	

Expenses:

Culligan Water Service Fee \$75.50

Ray Scholarship EAA 1268 Fund, total as of July 31, 2026. \$15,121.30

Thank you to all who donated to the Ray Scholarship fund! Your contributions are greatly appreciated.

Membership Dues are being accepted for 2026!

Contact me if you are unsure of your membership status. Please send your dues to the address below or see me at the August meeting!

EAA Chapter 1268
PO Box 234
Vineburg, CA. 95487

Regards,
Ray Gallarate, Treasurer
650-421-3781 cell

YOUNG EAGLES

Young Eagles Day for this month was this Sunday, August 9. We had nine pilots fly thirty-five Young Eagles. We had Gretchen back handling registration, with Mark and Calvin overseeing the marshaling by some of the Napa Aviation Explorers, and George Bachich, George Belden, Ken Thornton, Rick Palumbo, Kristen Gregory, Robin Tatman, Paul Hollingworth, Mike Smith and me flying.

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

The Chapter 1268 Pietenpol building project is currently on hold until we find another Build Team leader and some young people to take part. Please let us know if you are eager to scratch your airplane building itch by helping.

WOMEN IN AIRPLANES



WASP were known for their style, including their signature lipstick regimen.

Despite the grueling nature of their work, many WASP were known to fly with style, wearing red lipstick while flying military aircraft.

Perhaps one of the most iconic WASP, Hazel Ying Lee was particularly known for this. She'd rock her lipstick even while flying fighter aircraft, showing you can be tough and glamorous at the same time.

There was more to the story than simply being fashionable, however. Jackie Cochran was very strict about how the WASP looked and used perceptions of femininity to advance and protect WASP initiatives.

We know there are lots of opinions about Jackie's focus on appearance. Do you think it paid off or held back the WASP?

Hazel Ying Lee (R) with fellow pilot Virginia Wong, ca. 1932, Courtesy of Frances M. Tong, Museum of Chinese in American (MOCA)
Hazel Ying Lee & Frances M. Tong Collection.

EAA 1268 FLIGHT ADVISOR



Captain Steve Silver on the flight deck of the Boeing 777

Human factors as it relates to aviation is a vital topic to us as pilots. During our previous discussions of human factors, we saw the large percentage (70-80%) of accidents and incidents that identify human factors as causal. Since this is such an important topic for us to operate safely, we will finish up our discussion in the next few months taking a macro view of the mitigation strategies and the systematic advances/changes in processes that we can implement/are being implemented to reduce the human factors element in aviation accidents.

Aviation does not view "human error" as a failure of character, but as a predictable consequence of a mismatch between system design and human capabilities. By

understanding human cognitive, physical, and psychological limitations, we can address the factors we have control over to enhance the safety margins of our flight.

Cognitive Limitations: The flight deck is an information-dense environment. While the human brain is highly adaptable, its capacity to process simultaneous streams of data is strictly limited. During high-stress phases of flight, an unexpected system malfunction, a pilot's working memory can easily become overloaded. When this happens, critical data—like an altitude warning or an air traffic control instruction—can be completely missed. Under pressure, humans tend to develop "tunnel vision," focusing entirely on one problem while losing situational awareness of the broader environment. Modern NextGen avionics prioritize data. Instead of presenting raw numbers, systems synthesize information, displaying only what is actionable for the pilot's current phase of flight.

Physical Limitations: The human body was evolved to walk on the ground, not to move through three-dimensional space at high speeds. When visual cues are removed, our biological sensors lie to us. The inner ear senses acceleration and turns, but it cannot differentiate between centrifugal force and gravity. In zero-visibility conditions (like flying through thick clouds or at night over open water), a pilot can enter a gradual bank without feeling it. If they rely on their "gut feeling" rather than their instruments, they may pull back on the controls to climb, inadvertently tightening a deadly spiral dive. The aviation solution is rigorous instrument flight training to completely disregard bodily sensations and place absolute trust in flight instruments.

Psychological limitations: Hierarchy within organizations can have a chilling effect on members speaking up about safety issues. In the past, an airline captain's word was absolute law in the cockpit. This rigid hierarchy created a psychological barrier that cost thousands of lives. Subordinate first officers often hesitated

to speak up due to a fear of reprisal or deference to authority. Crews would watch an accident unfold in real-time because the psychological barrier to challenging the captain was too high. The aviation solution for airlines was crew resource management teaching crews how to communicate effectively. For pilots in all organizations, or as we fly as an individual, threat and error management (TEM) assumes that errors are inevitable. Instead of punishing mistakes, we should systematically identify external threats (like bad weather, or fatigue) and manage internal errors before they can escalate into an accident. To understand errors before they cause accidents, the FAA encourages a non-punitive reporting culture. (Aviation Safety Reporting System) Pilots can report voluntary safety infractions or mistakes without fear of FAA enforcement action, allowing safety engineers to identify and fix systemic flaws in the infrastructure.

Aviation safety does not succeed by demanding that humans become flawless machines. It succeeds by accepting that human beings will always get tired, suffer from optical illusions, and experience cognitive overload. By structuring checklists, cockpit ergonomics, communication protocols, and regulations around these exact human limitations, aviation has successfully engineered a system where a single human mistake rarely results in tragedy

SATURDAY BARBECUE

Robin, Marsi, Rony and Julia 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 our priceless volunteers for their very valuable, and enjoyable, contribution to the Chapter.

IMC/VMC CLUB

The EAA Chapter 1268 IMC/VMC club is still looking for additional members. Let me know if you want to belong to this exclusive group.

This Month's IMC Question:

Runway incursions continue to be a top FAA safety concern. What are some of the tactics we can employ as pilots to help avoid runway incursions?

The July question:

You are approaching for landing on runway 32 at a large and busy airport that has inbound regional airline traffic landing on 36. While on final, the tower requests you to Land and Hold Short of runway 36 for landing traffic. This reduces your available landing distance on 32 to 2,000 feet. Are you required to accept the land and hold short request? Why should or shouldn't you accept, and what are the potential consequences of accepting or declining the request?

Answer:

As PIC, the decision to accept the request is yours alone; you are not required to accept. If you accept the request and overrun the intersection, the incursion could result in a collision with the other aircraft, or at least a violation. On the other hand, you can simply state that you are "unable" if you are not positive you can actually land and stop before the runway intersection. If you decline, the controller will likely keep you in the pattern until you can be safely sequenced in with the other traffic.

This Month's VMC Question:

You are returning from a lengthy cross-country flight and due to excessive winds at your planned refueling stop, you are low on fuel. You now need to transition Class B airspace to get to the closest destination where fuel is available. How can you ensure you don't get

routed around the airspace, and face the danger of fuel exhaustion?

The July question:

Many pilots find their ADS-B to be an invaluable tool for collision avoidance. Besides ADS-B, what are the best strategies for visually scanning for traffic, and is it still necessary to scan visually if you're using ADS-B?

Answer:

Although the ADS-B is a great tool to aid in traffic collision avoidance, it is not infallible, and should not be relied on entirely for collision avoidance.

The following is provided in the Airplane Flying Handbook, FAA-H-8083-JC:

Proper scanning requires the constant sharing of attention with other piloting tasks, thus it is easily degraded by psychological and physiological conditions such as fatigue, boredom, illness, anxiety, or preoccupation. Effective scanning is accomplished with a series of short, regularly-spaced eye movements that bring successive areas of the sky into the central visual field. Each movement should not exceed 10 degrees, and each area should be observed for at least 1 second to enable detection. Although horizontal back-and-forth eye movements seem preferred by most pilots, each pilot should develop a scanning pattern that is comfortable and adhere to it to assure optimum scanning.

Peripheral vision can be most useful in spotting collision threats from other aircraft. Each time a scan is stopped and the eyes are refocused, the peripheral vision takes on more importance because it is through this element that movement is detected. Apparent movement is usually the first perception of a collision threat and probably the most important because it is the discovery of a threat that triggers the events leading to proper evasive action. It is essential to remember that if another aircraft appears to have no relative motion, it is likely to be on a collision course. If the other aircraft shows no lateral or vertical motion, but is increasing in

size, the observing pilot needs to take immediate evasive action to avoid a collision.

For more information on visual scanning and collision avoidance information, refer to AC 90-48, Pilots' Role in Collision Avoidance, and the Aeronautical Information Manual (AIM).

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.

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.

2026 DINNER SCHEDULE

We are **STILL** signing up our celebrity chefs for **2026** so let us know which month you would like to take to provide dinner for our regular meeting. Hot dogs, chili or pizza are perfectly fine. Our meal coordinator is Cindy 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
2026 DINNER SCHEDULE	
JAN	Darrel and Robin – roast chicken, potato and green salad, dessert
FEB	Robin and Darrel – lasagna, salad, garlic bread and dessert
MAR	Darrel and Robin – spaghetti, meatballs, salad, garlic bread and dessert
APR	Marsi Allard – meatloaf, roasted vegetables with potatoes, dessert
MAY	The Schakes and Bookers - carnitas
JUN	Ray Gallarate – pizza, salad and dessert
JUL	Darrel- barbecue chicken and sausage, salad, dessert
AUG	Nelleke Cooper and Janet Sanchez – tacos and the trimmings
SEP	Annette Goodfriend, Seth and Izzy Olyer -
OCT	Marsi Allard
NOV	Thanksgiving dinner again?
DEC	XMAS PARTY
Standby	Costco?

SPEAKERS

We are always, continually, everlastingly looking for speakers for our monthly programs. Kimberly Smith has generously volunteered to be our speaker coordinator, so let her know you have a presentation for our Chapter or know someone else who does.

Contact Kimberly at flywithsmith@gmail.com or 916-607-4023, 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
2026 SPEAKER SCHEDULE	
JAN	Headset presentation to Ray scholars, update report
FEB	Ben Marsh, notable restorer and aviation writer
MAR	Jeff Rose, aircraft restorer, Reno Air Race Biplane category racer

APR	Mike Smith – flight training challenges today
MAY	William Johnson – A&P training
JUN	Dean Chmiller from the California passport program
JUL	Michael Smith has flown a few Tiger Moths.
AUG	Alex Ramos, ATC at Napa KAPC
SEP	Carl Molesworth talking about the Curtis P-40 fighter.
OCT	Pete Monteleone became a pilot inspired by his grandfather
NOV	Air Academy scholars' reports
DEC	XMAS PARTY

2026 EAA 1268 CALENDAR

Send me any exciting, thrilling, terrifying or just plain fun events you have for the calendar for 2026.

DATE	EVENT
8/8-9	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
8/9	Young Eagles 9:30 am
8/11	1268 Meeting 7 pm
8/14-16	Oregon Int'l Airshow- McMinnville, OR
8/15-16	Wings Over Camarillo Airshow
9/8	1268 Meeting 7 pm
9/12-13	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
9/13	Young Eagles 9:30 am
9/25-27	MCAS Miramar Air Show- San Diego, CA
9/26-27	California Int'l Airshow- Salinas, CA
TBA	Wings Over Wine Country
9/12	Rio Vista Airport Day
9/12-13	Central Coast AirFest- Santa Maria, CA
10/9-11	San Francisco Fleet Week- San Francisco, CA
10/10-11	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
10/10-11	California Capital Air Show- Mather AFB, Sacramento, CA

10/11	Young Eagles 9:30 am
10/13	1268 Meeting 7 pm
10/17	Food Truck Fly-In, San Martin
TBA	Planes of Fame Air Show- Chino, CA
11/7-8	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
11/8	Young Eagles 9:30 am
11/10	1268 Meeting 7 pm
12/?	Skypark Xmas Party
12/12-13	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
1/1/27	New Years' Day 1 st Flight
Every <u>Saturday Noon to 1:00 pm</u> Skypark Hamburgers and Hot Dogs in the clubhouse!	

EAA CHAPTER 1268 MINUTES

July 14, 2026

Present: President Robin Tatman, Vice President Darrel Jones, Treasurer Ray Gallarate on Zoom, Secretary Nelleke Cooper

The Board Meeting was called to order by President Robin Tatman at 6:20 pm

Ray Scholarship updates: Treasurer Ray Gallarate reported on the funds received to date for the Ray Scholarships. Additional contributions are still expected, so a final fundraising total is not yet available.

Board Meeting adjourned 7:00 pm

The Membership meeting was called to order by President Robin at 7:40 pm

Vice President Darrel Jones once again served as our chief cook for the evening, preparing a delicious dinner of barbequed chicken, two kinds of sausages, potato salad, corn on the cob, and watermelon. Dessert consisted of homemade cookies baked by Catherine Jones.

The following guests were welcomed: Michael Koperwas with his son Jules, David Lorelie,

John Enig, Janett Sanchez, Eric Finley, and Gabe Carcamo, flight instructor.

Treasurer Ray reported that we had a great response to our fundraiser and that we had received \$9,000, but other commitments were made.

Darrel mentioned that at Young Eagles events one of the most popular airplanes is the Cub Legend belonging to George Bachich. Darrel thanked George for continuing to fly many enthusiastic Young Eagles.

He also thanked Mike and Kimberly Smith for their excellent instruction and help training the Ray Scholarship recipients.

Mike Smith was the speaker of the evening. His presentation was about flying the Havilland Tiger Moth in Australia. The Tiger Moth is a British biplane, built in the 1920's and '30s and mass produced as a primary trainer for the RAF. After WWII there were lots of surplus Tiger Moth and many made it to Australia.. The airplane Mike bought had previously been restored by Ken Cobb and it had not been flown in about 10 years. Mike was able to find the parts for restoration, but it was sometimes difficult considering they were based on metric sizing.

Currently, there are approximately 30-40 Tiger Moths left worldwide. Mike still gets to participate and visits the annual Tiger Moths fly-in organized by his friend in Australia.

Membership Meeting adjourned at 8:45 pm

Submitted by Nelleke Cooper, Secretary

Send me your news for your newsletter!

Jan Wheadon originally gave this to me. Take a look and let us know what you would like to bring. I'm sure Costco has other meals that would be great. Chapter 1268 reimburses our cooks for their expenses at the meeting.

A Dozen Easy Dinner Menus

How much to buy? You are aiming for 30 servings –

1. Costco Chicken, Potato Salad, Green Salad, Bread and Butter, Ice Cream (aka the Norm Special)
2. Sliced ham; heat and serve macaroni and cheese casserole; green salad; bread and butter; cookies
3. Costco frozen meatballs in a bag heated up in gourmet spaghetti sauce from a jar; bow tie pasta; green salad; bread and butter; cookies
4. Sloppy Joes, green salad, dessert
5. Baked potatoes with toppings: grated cheese, sour cream, canned chili heated up, sliced green onions; green salad; dessert
6. Chili beans with corn bread; green salad; ice cream
7. A variety of pre-cooked sausages, heated up on your grill at home; Costco potato salad; sauerkraut from a jar; rolls and butter; green salad; dessert
8. Pre-made lasagna from Costco; salad; bread and butter; dessert
9. Salad Bar – good for a warm evening: Anything goes: Tuna salad, egg salad, chicken salad, sliced deli meats, macaroni salad, potato salad, any other salad from a deli; bread and butter; green salad; cheese cake for dessert
10. Sandwich Bar – Also good for a warm evening: sliced deli meats, sliced cheeses, sliced tomatoes and onions, lettuce, sliced bread or rolls, mayonnaise, pickles, mustard. Something chocolate and decadent for dessert.
11. Nachos -- Heat up a huge can each of: bean less chili, nacho cheese, refried beans, black beans and corn. Put a large bag of Cost Co tortilla chips out. Also have: grated cheese, chunky salsa (two different kinds) sour cream, hot sauce, chopped green onions, sliced olives. Ice cream for dessert.
12. Birds Eye Garlic Chicken – Complete meal in a bag from Costco; green salad; bread and butter; dessert.

OTHER NEWS



Walt Bowe's Pasped Skylark, N14919 won Antique Grand Champion at Airventure 2026. George Bachich shared the news in his monthly Sonoma Skypark newsletter. If you would like to receive his newsletter, drop George an email at George.Bachich@sbcglobal.net.

Photo by FlugKerl2

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 TO **PAY YOUR DUES FOR 2026**, OR MAIL YOUR CHECK TO: EAA 1268, PO BOX 234, VINEBURG, CA 95487-0234.

REMEMBER! THE AUGUST MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, AUGUST 11 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