



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

SEPTEMBER 2026



MIKE SMITH IN HIS TIGER MOTH AT SATURDAY HAMBURGERS
Thanks to George Bachich and his September Skypark Community News
for the photo. Mike's Tiger Moth lived at Schellville for many years.

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: Mark Shackford, 707-363-3166

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Speaker coordinator: Kimberly Sanders Smith, flywithsmith@gmail.com 916-607-4023

Dinner coordinator: Cindy Mikkelsen sindymikkelsen@att.net

Saturday barbecue Chair: Rony Kurniawan, rony.kurniawan@gmail.com

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, September 8. 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 Annette Goodfriend, Seth and Izzy Olyer.

Our program will be a presentation by Carl Molesworth about the World War II P-40 fighter.

PRESIDENT'S REPORT



Captain Robin Tatman, Chapter 1268 President

Hi everybody -

It's official, Labor Day is here and summer is over. Happily, some of our best flying weather for the year occurs over the next 3 months. Many of you have heard that the folks at NOAA and The Weather Channel are forecasting a "Super" El Niño which they say could mean a very wet winter. We'll see. Either take advantage of the beautiful weather now, or plan to start your Instrument training over at Mike Smith Aviation in a few months. They are still offering the best value around with their FREE weekly Private Pilot and Instrument Ground Schools and great training.

A big thank you to Mike Smith for bringing his beautiful Tiger Moth over to Sky Park last weekend at our Hamburger Fundraiser. I didn't see the arrival, but when he departed on Runway 8, the climb performance on that bird was really good! We are hoping to see Mike flying it in regularly to show it off. If you have a chance, be sure to peek in the cockpit. There are some most unusual instruments.

Fleet Week is coming up in October with the main events being October 10-16. Darrel is planning his annual pilgrimage to the Jeremiah O'Brien with grandkids in tow for a trip out on the Bay. It will be sailing on Saturday, October 10 and Sunday October 11. Go to ssjeremiahobrien.org for tickets on the cruises, and www.fleetweek.org for a calendar of events. Hopefully this year the Blue Angels will fly if the weather and/or possible government shutdown won't get in the way.

For anyone wanting fuel on Friday, September 18th please be advised that rows F and G will be having the asphalt ground down and replaced. Work is scheduled from 6 a.m. to 6 p.m. When the work is complete, cars and trucks will be discouraged from driving on the new asphalt until the following day. The fuel farm is in front of this row. Access to the fuel pump may be impacted by men and equipment working on the taxiway. Look for a NOTAM from Sky Park for that day.

Our guest speaker on Tuesday will be Carl Molesworth who will be talking about the P-40 fighter. We have some new chefs cooking for us, and I know it will be great. See you there!

Robin

VICE-PRESIDENT'S REPORT

It's the first weekend in September, which means it's Labor Day weekend and the start of fall. We should have some nice flying weather ahead of us, not too hot and not too cold, for the next couple months.

We've had one new private pilot scholar, Elio Eeo, complete his training, and the next, Finley Skaggs, ready to start his training.

Finley is going through the aviation degree program at San Jose State and will do his training down there. He will receive Chapter 1268's second \$12,000 scholarship for 2026, to go toward completing his private pilot certificate.

Next us at the start of 2027 will be Izzy Olyer and Dane Miller, who will receive two of the matching funds scholarship through Chapter 1268, the nation EAA organization and the Ray Scholarship Foundation.

I will be applying for four scholarships again, with two being through Chapter 1268 and two through Chapter 1232 at Gness Field. We still need to come up with \$3,000 in matching funds for each, for a total of \$12,000 for the year, not counting the funds we use to send kids to the Air Academy at Oshkosh each summer.

Our Saturday barbecue goes a long way toward funding these scholarships, but we still need to raise a significant additional amount to fund the rest of the costs. We had some very generous contributions this year to make up for the loss of the Ray funding.

A convenient way to contribute is to set up a recurring monthly automatic payment directly into the Chapter account. \$50, \$100 or more a month would add up quickly and enable us to continue our goal of helping young people start their journey into their career in aviation.

Please give Ray a call to set up a regular monthly contribution to Chapter 1268's scholarship fund.

The bonus is that we are a 501.c.3 charitable organization and your contributions are tax deductible!

One last note is that Kathy Carmichael is putting together a history of Sonoma Skypark to have for the December Christmas party. EAA Chapter 1268 has always been a big and important part of the activities at Skypark, with Young Eagles rides, Air Academy and Ray scholarships, as well as monthly meetings and activities such as the members work turning a T-hangar into a clubhouse.

She is asking for any information and photos our members might have to add to her project. Send her an email at kec2026@outlook.com or

give her a call at 707-953-8763 with any contributions you can make.

Thanks,
Darrel

EAA 1268 TREASURER REPORT **September 2026**

Here's the Treasurer's Report for August 2026...

Checking	\$2,096.33
Savings	\$31,185.77
CD	\$21,254.63

Deposits:	
Mtg. Dinner	\$226.60
Mem. Dues	\$20.00
Sat. Burgers	\$769.93
Donations	\$5000.00

Expenditures:	
Mike Smith Aviation	\$12,000.00 (Ray Scholarship for Elio Eeo Flight Training)
Culligan Water	\$77.50 (Monthly water system service fee)

Thank you to all that have donated to our Ray Scholarship fund!

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 January 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 is Sunday, September 13.

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.

SATURDAY BARBECUE

Coordinators 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.

EAA 1268 FLIGHT ADVISOR



Captain Steve Silver on the flight deck of the Boeing 777

Sep 2026

Our second of four discussions about the application and importance of key human

factors elements as they relate to aviation safety will be the discussion of system design.

Because humans are the ultimate safeguard against disaster, human factors engineering cannot be an afterthought; it must be the foundation of modern aviation system design.

Designing aircraft systems involves more than just building advanced software and hardware. It demands a recognition and understanding of human factors elements to design safer, more effective systems, procedures, and environments.

The FAA systematically integrates human factors engineering across every operational branch of aviation to ensure that technology adapts to the human, rather than forcing the human to adapt to the technology. Some of those areas include: flight deck automation and design, air traffic control interfaces, maintenance and technical operations, and system acquisition lifecycle.

Even though the FAA is concerned about the impact of system design in all aspects of the aviation system, for our discussion of system design, we will focus on flight deck automation and design.

Flight deck automation and advanced display technologies have transformed modern aviation, dramatically reducing accident rates and changing the nature of piloting. However, as systems have evolved from mechanical gauges to digital, highly automated "glass cockpits," the nature of aviation human factors has shifted. Instead of manipulating physical controls, modern pilots primarily act as systems managers. This shift introduces unique psychological and cognitive challenges that design engineers and flight crews must navigate to ensure safety.

Early aircraft relied on three-cue instruments (attitude indicator, altimeter, airspeed indicator) and physical cables, requiring high levels of manual dexterity and constant scan patterns.

The introduction of the Flight Management System, Electronic Flight Instrument System, and automated flight guidance systems changed the pilot's role from direct aerodynamic control to high-level strategic management. Today's flight decks use customizable Primary Flight Displays (PFD) and Multi-Function Displays (MFD) to synthesize vast amounts of data. While these displays reduce physical workload, they significantly increase cognitive workload if information is poorly organized.

The interaction between human pilots and automated cockpits reveals several well-documented vulnerabilities in human cognition and performance: automation surprise/mode confusion, loss of situational awareness, automation bias/complacency, and skill degradation.

Automation Surprise/Mode Confusion: Modern automated systems operate in various "modes" (e.g., vertical navigation, lateral navigation, altitude hold). Mode confusion occurs when the pilot believes the automation is doing one thing, but it is actually executing another. This often leads to automation surprise, a state where the aircraft behaves unexpectedly, forcing the crew to scramble to diagnose the system's logic during a critical phase of flight.

Loss of Situational Awareness (SA). When pilots are actively flying an aircraft, they maintain a tight mental model of its state, location, and trajectory. When automation takes over, pilots move "out of the loop." This passive monitoring role can degrade Situational Awareness (SA). If a system fails unexpectedly, a pilot who has been out of the loop requires significantly more time to understand the emergency and take effective corrective action.

Automation Bias/Complacency. Human beings are naturally inclined to trust reliable technology, a phenomenon known as complacency. In aviation, automation bias manifests when a flight crew blindly trusts

automated alerts or display readouts, failing to cross-check primary instruments or raw data. Conversely, frequent false alarms can lead to the "cry wolf" effect, causing pilots to ignore critical warnings.

Skill Degradation. As automated systems handle the vast majority of routine flight maneuvers, pilots face the gradual erosion of their manual flying skills. During rare, high-stress system failures where the automation disconnects, pilots must suddenly revert to manual control. If their basic stick-and-rudder skills have degraded due to over-reliance on technology, the risk of an upset increases. To mitigate these cognitive traps, human factors engineering dictates strict principles for flight deck display design: Modern displays are designed to mimic the natural environment. For example, Synthetic Vision Systems (SVS) render a 3D digital view of terrain, obstacles, and runways on the PFD, turning abstract instrument data into intuitive visual cues. Visual elements on electronic displays should move in a direction that matches the pilot's mental model. If the aircraft climbs, the altitude tape or horizon line must shift in a way that feels inherently logical to the human brain. Human attention is a finite resource. Displays utilize standardized color-coding systems (such as green for active modes, magenta for programmed targets, and red for immediate threats) to direct the pilot's eyes to the most critical information instantly, avoiding visual clutter.

The solution to automation challenges is not to remove technology, but to implement human-centered automation. Future flight deck designs focus on cooperative automation, where the machine acts as an intelligent partner rather than an independent agent. Systems must be designed to keep the pilot actively engaged in the decision-making loop, provide transparent feedback regarding system intent, and simplify human-machine interaction to ensure that when automation reaches its limits, the human pilot is fully prepared to take the controls.

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 informative group.

This Month's IMC Question:

You are flying an instrument approach to a familiar airport and runway, and the ceiling is at minimums. Nearing the runway, you recognize the river and a street that leads directly toward the runway. With these landmarks in sight, can you safely descend below minimums?

The August 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?

Answer:

Among the tactics we can employ to avoid runway incursions are the following:

- 1) Review and actively use the airport diagram to aid in orientation, and identify "hot spots." 2) If available, use the Safe Taxi or similar feature of a GPS to help maintain positional awareness.
- 3) Write down, read back, and comply with all ATC taxi instructions.
- 4) When unfamiliar, disoriented, or confused, ask for a progressive taxi.
- 5) Be familiar with all airport signage and markings.
- 6) Follow sterile cockpit procedures during taxi operations.
- 7) Never cross a runway without an explicit clearance.
- 8) Visually clear any runway before crossing, even if cleared to cross.

This Month's VMC Question:

During flight, you notice an anomaly with the electrical system, with the ammeter and battery voltage indicating a discharge. What steps can you take to restore or prolong electrical power as you navigate to an available airport?

The August 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?

Answer:

The best option is to contact ATC. You can declare "minimum fuel" if you will be eating into your reserve fuel, or declare an emergency. Either way, ATC should be able to provide priority handling and thus avoid sending you around the Class B.

For more information, see Aeronautical Information Manual (AIM) 5-5-15, Minimum Fuel Advisory.

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



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.

2026 DINNER SCHEDULE

We are 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 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
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! Turkey and all the trimmings, courtesy of Chapter 1268
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
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 **Saturday Noon to 1:00 pm**
Skypark Hamburgers and Hot Dogs in the clubhouse!

EAA CHAPTER 1268 MINUTES

August 11, 2026

Present: President Robin Tatman, Vice President Darrel Jones, Treasurer Ray Gallarate, Secretary Nelleke Cooper, Board of Directors, Mark Shackford

The Board Meeting was called to order by President Robin Tatman at 5:50 pm

Treasurer Ray Gallarate reported that our Chapter received a great response to the scholarship fundraiser, although additional donations are encouraged.

Speaker Schedule: Darrel mentioned that Kimberly and Marsi will coordinate dates for future speakers. Topics suggested by Marsi were a presentation by an attorney on estate planning and a presentation on cognitive decline, which could affect a pilot's flying skills.

President Robin announced that the Board of Directors would provide the November Thanksgiving dinner. She also mentioned that additional coordinators were needed for the Saturday BBQ's. She intends to contact parents of the Scholarship recipients, as Ronnie Kurniawan's year term as coordinator is about to end.

Robin also reported that this year's Christmas party will be focused on Skypark's history with a presentation by founder Kathy Carmichael. It's the Chapter's intention to clean up and organize our Clubhouse and create a Skypark History Wall.

Board Meeting adjourned at 7:00 pm

Membership Meeting called to order by President Robin at 7:40 pm

Robin thanked Janett Sanchez and Nelleke Cooper for an ethnically inspired Mexican dinner with Chips and Salsa, Tacos with a choice of Chicken or Pork, several different salsas, Beans, Rice, and Flan for dessert.

Robin updated the membership on the discussions from the Board meeting.

Treasurer Ray's financial report will be included in the Newsletter.

Mike and Kimberley Smith reported that it is their goal to make the training of the student pilots as safe and efficient as possible while creating great pilots with safety as their top priority. Kimberly also mentioned that it takes a village and thanked Kristin Gregory, Ray Romano and our Chapter to make this happen.

Darrel gave a report on the August Young Eagles event. 35 Young Eagles were flown. The report can be found in the September newsletter. Robin mentioned that it is now required, due to Insurance regulations, that adult "Eagles" can no longer be flown at Young Eagles Events but can take place at a different date.

Robin welcomed the following guests: Adrian Sanchez, Vincent Vaughan, Laura Warner, Kayla Lewis, Alex Ramos and Marc Napoli.

Guest Speaker – Alex Ramos
Alex Ramos, an Air Traffic Controller at the Napa Tower, was the evening's guest speaker. Alex discussed the differences between tower-controlled and non-tower-controlled airports and the importance of pilots coordinating with the Tower when entering the traffic pattern. He explained that Air Traffic Controllers work to maintain a safe and efficient flow of traffic while accommodating pilots whenever

possible. He also invited Chapter members to visit the Tower.

A discussion followed regarding air traffic control operations at EAA AirVenture Oshkosh. Alex noted that experienced controllers are especially important during AirVenture due to the large number of aircraft arriving and landing within minutes of each other. Alex expressed an interest in volunteering at AirVenture.

Alex emphasized the importance of pilots communicating their intentions including filing accurate IFR departure times and notifying the Tower if their departure time changes.

He also reviewed the different classes of controlled airspace-Class B, C, D and E. Napa airport is a class D controlled airspace and extends up to 2,500 ft from the surface. Alex noted that incidents can occur when pilots (not aware of the class D category) enter the traffic pattern directly without notifying the Tower. This can create a potentially dangerous situation, requiring the Air Traffic Controller to coordinate the traffic to restore a safe and orderly flow.

President Robin offered to take Alex and other Air Traffic Controllers up in the cockpit to provide them with a better understanding of a pilot's perspective and enhance communication and cooperation between pilots and controllers.

The question-and-answer period that followed generated considerable interest, with numerous questions from the members. The members were very appreciative of Alex's insights and information.

Membership meeting adjourned at 9:10 pm

Submitted by Nelleke Cooper, Secretary

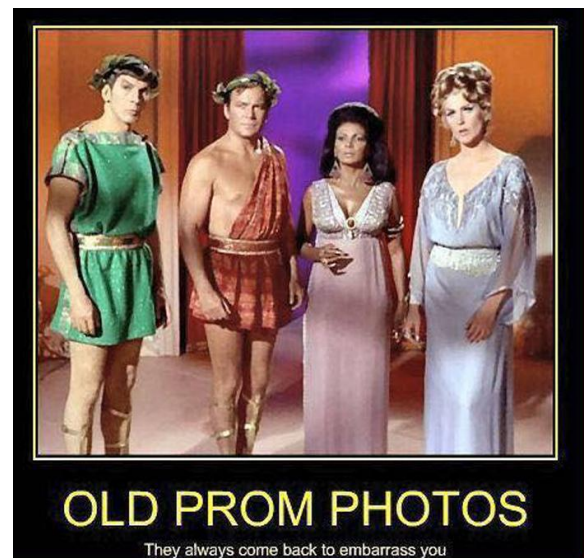
Send me your news for your newsletter!

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 32 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



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 SEPTEMBER MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, SEPTEMBER 8 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