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

OCTOBER 2026



SUNSET AIRMAIL BY WILL CAMPBELL

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Pietenpol Build Team Leader: currently open

FIRST THINGS FIRST

This month's meeting is this Tuesday, October 13. 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.

The speaker for our Tuesday chapter meeting is Pete Monteleone, who will share his inspiration for flying, his grandad Toby. This story runs deep. If you're young or old, you will be inspired. Toby flew and developed wartime aircraft during an exquisite time in our history. Toby's experience includes Society of Experimental Test Pilots; West Point; USAF Test Pilot School, an Aeronautical Engineering degree from Princeton, flying cutting edge experimental aircraft at Edwards AFB; B-52s among a long list of other 40's aircraft; Mercury, Gemini, Apollo!. Please join us.



Here's a photo of Pete on his checkride day wearing Grandpa Toby's SETP pin.

PRESIDENT'S REPORT



Captain Robin Tatman, Chapter 1268 President

Greetings from Turlock!

And yes, my airplane is with me - I flew in to the McFarlane's annual fly in with my dear friend Susan who is the best co-pilot! I first met Matt flying the DC-3 with Bob Berwick. Then we got to meet his wife Becky, and soon after that we got an invitation to their fly-in. I have never seen so many tail wheel airplanes off airport in one spot. So fun! And lunch is always very delicious barbecued something expertly cooked by Matt's dad Don.

While I try never to miss the event, this is my first one in a few years, and therefore my first landing on grass in a while and my only one ever at a farm. People used to do that all that time, but these days it's not so common. Aviation is always wonderful, but this feels like a fantastic blast from the past. Mostly all tail wheel aircraft, but an occasional one with the third wheel on the wrong end drops in. Pictures next month.

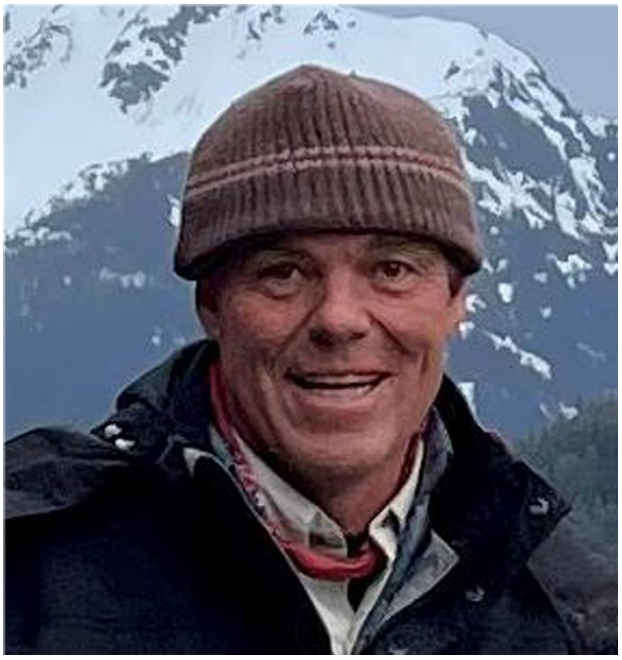
Earlier this week, we lost one of our long-time shareholders, George Papich. George had successfully beaten cancer for many years. To the delight of his doctors, he had outlived many of their grim forecasts. George was a regular at our weekly hamburger fundraisers, often accompanies by Cal, always helping out and chatting with everyone. He has been a longtime supporter of me, the Chapter, and the airport. He has been on the airport board of

directors, and always volunteered for our many Family Fun Day events and other fundraisers over the years. His hangar was always fun to visit to see what was in it. He had a Mini Mustang, Hummelbird, Sea Bee, Cessna 195 and others. He liked unusual airplanes and was a very fun Character. My heart goes out to his wife Sharen, daughter Emily, and son Peter for their loss.

See you at the meeting on Tuesday!

VICE-PRESIDENT'S REPORT

This month's report starts off with the announcement of Randy Peterson's memorial service. This is from George Bachich's Skypark Community News.



Our friend and fellow pilot Randy Peterson was lost in a tragic aircraft accident in Pasco, Washington on June 24 of this year. Randy's wife Sheelagh and daughter Maeve have invited all Skypark Community members to celebrate Randy's life at 2:00 pm Saturday October 17 at Randy's shop. Since there is no parking at the shop, they will shuttle attendees to and from the Park 'N' Ride by the traffic circle at the intersection of Highway 121 and Arnold Drive, just down Arnold Drive from their home.

Also from George's newsletter:

SKYPARK/EAA 1268 CHRISTMAS PARTY

Patricia Talbot, Alex Gosselin's grandmother, has volunteered to organize this year's Skypark Christmas party by scheduling volunteers to move tables and chairs, hang Christmas decorations; provide a toy donation box, food serving equipment, and a Christmas tree, and to clean up after the party.

Patricia, while actively volunteering at our previous Christmas parties, has noticed that our largely unplanned and rather casual and spontaneous participation in party preparations has suffered from a lack of leadership that has sometimes led to uncertainties and even minor omissions. Having Patricia in charge will ensure that all tasks are covered. Welcome, Patricia. We await our assignments.

The Christmas party will be held on Saturday evening December 5 in George Bachich's hangar N3. Mark your calendar now and save the date. Potluck food assignments will be posted in the November and December newsletters. To volunteer, contact Patricia at (707) 921-9922.

Another longtime pilot and shareholder here at Sonoma Skypark, George Papich, passed away last Tuesday, October 6 after a long battle with cancer. He leaves behind his loving wife Sharon, daughter Emily and son Peter.

George was an aviation enthusiast who owned and flew a Republic RC-3 Seabee, as well as a motor glider and several homebuilt aircraft. I remember flying down to the Merced antique fly-in one year, flying formation on George and the Seabee in my Stinson.

Skypark was George's happy place, and after retirement you could usually see him around the airport, either riding his bicycle or in the company of Calvin Wojciechowski.

George served on the Skypark Board of Directors for many years, and was always actively interested in the business of Sonoma Skypark.

Our condolences go to Sharon, Emily, son Peter and the rest of his family.

Mike Smith's Tiger Moth photo on the cover of the September newsletter elicited the following contribution from Michael Wray, our previous Pietenpol Build Team leader.

Michael learned to fly in a Tiger Moth in England. He sent along a photo of himself after his first solo in 1960. That looks like too much fun!



I just talked to Kimberly Smith and learned that she fell when she and Mike were going out to dinner and she broke her hip. She wasn't calling to tell me that. She was letting me know that Mike Smith Aviation will have an airplane and one of tehri instructors at our Young Eagles rally this Sunday. She just happened to mention that she wouldn't be able to help this month.

Mike and Kimberly have supported Chapter 1268 and our Ray scholars numerous ways, from providing free ground school to allowing our scholars to pay the balance of their training costs over time after exhausting their scholarship funds.

You can give her a call and wish her a speedy recovery. We look forward to seeing her at Skypark again soon.

Mike will be the featured speaker at the Chapter 1232 breakfast meeting at Gnoss Field in Novato this Saturday, October 10, at 9 am. If you haven't visited them, be sure to take the short drive over. They are another great bunch of people and are partnering with us for the Ray scholarships. They are in the Scanlon Aviation hangar.

At the last Board meeting, we talked about different options to get the meeting attendance up. We used to have 25 to 30 members at our monthly Tuesday night meeting, but lately we've had only 15 to 20.

We've been having a speaker at each meeting, in addition to dinner, but we are seeing the same faces each month. Dinner has become a problem as well. I think Robin and I did three or four dinners already this year, and will be putting together a Thanksgiving turkey dinner for the November meeting. This is unsustainable.

We talked about moving the meetings to the weekend, either in the morning before hamburgers Saturday evening with a regular dinner or after Young Eagles on Sunday. Chapter 1232 at Gnoss Field have a breakfast meeting on the second Saturday of each month.

We have a number of new, young pilots who have come through the Ray scholarship program, but it may be that a weekday nighttime meeting is just too difficult for them to attend.

Let us know what your feelings are on this matter. Our phone numbers and email addresses are on the front page and throughout this newsletter.

I've gone down to watch the Blue Angels over San Francisco Bay for many years, going back to my Schellville days when I announced for

Jim Williams when he performed off Aquatic Pier before the Angels flew.

I used to go out on my friend's sailboat, but we both got older and he sold it. The last three years I went on The SS Jeremiah O'Brien, the WWII Liberty ship docked at Pier 35. I took my great granddaughter Norah, and had tickets to go again this year when I received an email telling me that they had to cancel the cruise this year.

I am broken-hearted, but am hoping that they will once again be offering cruises on the Bay soon. If you haven't been on her, you can still take the tour when she is at the dock on Pier 35.

I received the following update from EAA Chapter 1268's first Ray Scholarship recipient, Nathan Wilson, who earned his advanced ratings and is now teaching at Cochise College in Arizona. Nathan started flying with us as a Young Eagle years ago.

I look forward to seeing you at the next meeting. Remember to send in your renewal for 2027, and please sign up for one of the dinners for the upcoming year. We always enjoy seeing your smiling faces in person!

Thanks,
Darrel

It's 88° and 5am in Douglas, Arizona when I'm walking to the airport to catch the sunrise from the air. I have been here for the past 5 years and love the sun when it's on the horizon. I have been blessed to be at Cochise College and teach for them for the past 3 years. Without the Ray Aviation Scholarship, I would not have been able to start my career in aviation and get as far as I have today.


Nathan Wilson with his mom, Anne-Andre.

I am currently an 1800h+ Part 141 Check Airmen, Gold Seal MEI with my ATP written completed looking for my next step. After a couple years of flight instruction, I am proud to say that I have recommended over 40 students to the FAA for a pilot certificate. This is all because I started off at EAA Young Eagles Chapter 1268 in Sonoma, CA years ago, and got a chance to keep going thanks to the Ray Aviation Scholarship.

Yesterday I was able to complete a full circle moment, which I plan to continue doing. I was able to volunteer at EAA Young Eagles Chapter 776 in Sierra Vista, AZ (KFHU). There were a little over 60 Young Eagles that got a flight and came back with a great big smile. Next month we plan on having over 100 Young Eagles at the Douglas Muni airport (KDGL).

My next steps are deciding if the airlines are right for me, or going to find another one of the infinite sides of aviation. I am so blessed to be in southern Arizona doing what I love, and giving that back to kids like I was once before.

Nathan



Nathan congratulating Nadine Oros, Jorge Oros's sister, on getting her multi-engine rating at Cochise College.

EAA 1268 TREASURER REPORT
October 2026

Here is the Treasurer's Report for September…

Checking	$2060.65
Savings	$32,543.85
CD	$21,324.11

Deposits:

Sept. Meeting	$233.15
Dues	$20.00
Burgers	$805.53
Donations	$500.00

Expenses:

Darrel Jones	$141.86
Culligan Water Service Fee	$77.50

Membership Dues are being accepted for **2027!** Contact me if you are unsure of your membership status. Please send your dues to the address below or see me at the 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 Sunday, October 11. Because of a number of issues, today was a challenge, with many of our regular pilots out with an airplane in annual, being repaired or just travelling out of town.

We had four airplanes and one gyrocopter though. Thanks go to George Bachich, Kristen Gregory, Pablo Milliken flying a Mike Smith Aviation 172, and Steve Crawford in his blue gyro. Gretchen was there for registration, with Calvin and Mark doing ground duty.

We knew we would be short of pilots, so Gretchen put a notice in the rally announcement telling the Young Eagles that they might have a long wait to fly, or possibly not be able to fly today. The parents and kids were very understanding, and we were still able to fly twenty-five kids.

I had the 182, and had just loaded my first Young Eagle and started up when the ELT alarmed. I tried resetting it as I taxied to the end of 26, but had no luck. I taxied back and was able to reset it, so I was able to fly Young Eagles today.

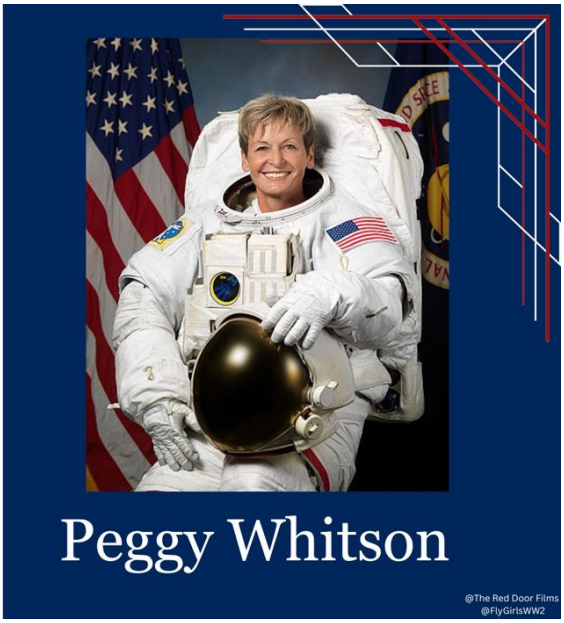
Tomorrow I'll be calling the manufacturer for their advice to ensure it doesn't false alarm again. Did I mention that it is a new 406 Mhz unit?

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



SATURDAY BARBECUE

Coordinators Robin, Marsi, Rony, and Julia and 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

In the previous discussions, we established the critical nature of human factors in general aviation. This month's discussion will focus on the training element pillar of human factors.

For decades, flight education treated safety as a byproduct of mechanical skill. If a pilot could precisely hold an altitude, execute a steep turn, or recover from a spin, they were deemed safe. However, accident data from the National Transportation Safety Board consistently reveals a different reality: pilots rarely crash because they lack the physical ability to move the flight controls. They crash because their cognitive capacity was overwhelmed, leading to flawed decision making.



Captain Steve Silver on the flight deck of the Boeing 777

Training is the missing link between knowing a human factors risk exists and successfully mitigating it in real-time. Because high-stress environments trigger a physiological fight-or-flight response that degrades working memory. Safety cannot rely on spontaneous intellect. Cognitive management must be trained with the same muscle-memory repetition applied to physical maneuvers

Structured training frameworks actively alter how a single pilot interacts with the core elements of human factors in the following ways:

Conditioning against cognitive bias: Humans are inherently prone to plan continuation bias—the stubborn tendency to push forward with a flight plan despite deteriorating conditions. Training replaces subjective choices with objective risk-assessment tools by making these assessments a repetitive part of pre-flight and in-flight routines. Objective risk analysis shifts from a stressful cognitive exercise to a conditioned reflex.

verriding physiological illusions: In degraded visibility, a pilot's vestibular system can generate powerful, false sensations of motion, leading to spatial disorientation—a phenomenon carrying a 94% fatality rate in GA. Academic awareness cannot overcome this biology. Only targeted instrument training under a hood or in a simulator can teach a pilot to consciously deny their physical senses and place absolute, unyielding trust in flight instruments.

Managing workload via single pilot resource management: Situation awareness rapidly erodes under high cognitive load. Single pilot resource management training explicitly teaches pilots how to manage their mental bandwidth. Pilots learn to automate routine tasks, properly configure flight deck technology, and utilize Air Traffic Control (ATC) as an external crew member. This training prevents the cognitive tunneling that precedes an accident.

Since these factors support structured training, modern flight training focuses on scenario-based training. Rather than practicing isolated maneuvers in a sterile environment, scenario-based training injects realistic, script-driven ambiguities into the curriculum. A student is not just asked to perform a diversion; they are forced to plan a diversion while managing a simulated alternator failure and navigating encroaching weather. When executed in high-fidelity simulators, scenario-based training serves as a safe laboratory for human error. It allows pilots to experience the real-world stress of task saturation and degraded situation awareness without physical risk. This builds a robust "cognitive library" of experiential knowledge. When faced with an actual emergency, the pilot is not forced to improvise under pressure; they are executing a trained behavioral response.

My checkrides at United Airlines used to focus on isolated maneuvers. The checkride would consist of malfunction after malfunction. In the 1990's, we transitioned to the scenario based checkride format. While the individual maneuvers are still trained, and pilots must be proficient in isolated maneuvers, the realistic scenario-based training is a more realistic representation of the decision-making process that more accurately trains/evaluates the pilot's response to real-life situations.

Our flight training and proficiency will always have mechanical skills as the foundation of our piloting skills. However, the human factors element of focused, scenario-based training will prepare us for unforeseen situations, and allow us to execute trained responses to safely operate our aircraft.

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 on an IFR flight plan in IMC and suffer a complete electrical failure. Having no other way to communicate (i.e., no handheld radio) can you use your cell phone to contact ATC for assistance?

The September 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?

Answer:
The short answer is "no." Even though it is a familiar approach, descending below minimums puts you at risk of collision with unseen obstacles, equipment, and terrain. According to FAR 91.175(c), a pilot may descend below the authorized Decision Altitude (DA) or Minimum Descent Altitude (MDA) on an instrument approach only if all three of the following conditions are met simultaneously:
1) Position for Normal Descent

The aircraft must be continuously in a position from which a descent to the intended runway can be made at a normal rate of descent using normal maneuvers. For Part 121/135 operations, the descent rate must also allow touchdown within the touchdown zone.

2) Visibility Requirement

The observed flight visibility must be at or above the visibility minimums published for the approach procedure.

3) Visual Reference Requirement

At least one of the following runway environment references must be distinctly visible and identifiable to the pilot:

- Approach light system (except that you may not descend below 100 ft AGL using only approach lights unless red terminating bars or red side row bars are also visible).
- Threshold
- Threshold markings
- Threshold lights
- Runway end identifier lights
- Visual glideslope indicator (VASI/PAPI)
- Touchdown zone or touchdown zone markings
- Touchdown zone lights
- Runway or runway markings
- Runway lights Key points:
- The regulation does not require seeing the entire runway; it requires specific, approved visual cues that confirm you are on the correct runway and in a position to land safely.
- At 100 ft AGL, you may descend using only approach lights, but you must then have other visual references to continue to landing.
- If any of these conditions are not met, you must execute a missed approach immediately.
- This is what the regulations say, and what is considered legal. In an emergency, a pilot may deviate from the regulations to the extent necessary to meet the needs of the emergency.

This Month's VMC Question:
Filing a VFR flight plan (and activating it!) can be important in terms of safety, but why and how can we make position reports throughout our flight to update our progress? What is the benefit of doing so?

The September 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?

Answer:
The first step is to follow the checklist for the abnormal condition. If the aircraft manual does not provide a checklist for this situation, consider the following:

1. Verify that the alternator switch is turned on.
2. If the switch is on, turn it off, wait a few seconds, and then turn it back on. If this doesn't resolve the problem, continue the steps below.
3. Check the circuit breakers for open circuits.
4. If the problem is not resolved, continue to the nearest available airport.
5. Turn off any unnecessary electrical items to conserve remaining battery power for essential navigation, communication, and gear and flap operation.
6. If on a flight plan or if using ATC flight following, advise ATC of your situation and request a diversion and any other required assistance. If not, contact the local area ATC and advise them of your situation and any request(s) you might have.

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 **2027 now** 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	Marsi Allard
OCT	Annette Goodfriend, Seth and Izzy
	Olyer -
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
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 1st Flight
Every **Saturday Noon to 1:00 pm** Skypark Hamburgers and Hot Dogs in the clubhouse!	

EAA CHAPTER 1268 MINUTES
September 8, 2026

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

The Board Meeting was called to order by President Robin Tatman at 6:00 pm

Treasurer Ray noted that attendance at the Tuesday evening meetings has been low. He suggested that weekday evenings may be difficult for members with children and proposed moving the meetings to a weekend day.
Ray mentioned that the Novato chapter holds a Saturday morning breakfast meeting as an example of an alternative meeting format.

The Board discussed outreach to members to determine which day and time would work best. Gretchen, our Web Editor, can assist with contacting members. Darrel suggested a questionnaire be sent to members asking which day and time would be most convenient for future meetings and creating a separate spreadsheet to track responses.

Guest Patricia Talbot, Alex Gossling's grandmother, attended the meeting. Patrica volunteered to help organize the annual Christmas party, which is a joint event for EAA Chapter and Skypark airport. Patricia will work with Ron Price to determine arrangements for the food. The Christmas party is scheduled for December 5, 2026, at 5:00 pm.

President Robin noted that there was no formal program at last year's Christmas party and felt that a program should be included this year. Lee Booker has suggested going through the stored Christmas decorations and sort out and organize our items.

Scholarships: An update was provided on Finley Skaggs, who is attending San Jose State university and continuing his flight training there. Finley is one of the recipients of the Chapter 1268 $12,000 2026 scholarships and is working towards completing his private pilot certificate at Reid-Hillview airport.

Robin mentioned she had a discussion with Kirstin Cooper regarding a Skypark Clean-up Day by Haley Dahm's Scout troop.

Board Meeting adjourned 7:10 pm

Marsi Allard provided a delicious dinner of noodles with Swedish meatballs, salad and lemon cakes for dessert

Membership meeting called to order 7:40 pm.

The Board updated the membership on discussions and items addressed during the Board meeting.
Darrel reported that Young Eagles Day was scheduled for the coming Sundy and noted that there had been a great turnout from

participating pilots, several of them were also in attendance at the meeting.

Darrel also reminded members that the deadline for the scholarship applications is January 1. Treasurer Ray reported that the scholarship fundraiser has been a great success. Darrel expressed his appreciation and gave an emotional thank-you to the group. It was also mentioned that the Saturday BBQ raises the major portion of the funds for the scholarships.

President Robin announced that Skypark 's 40th anniversary will be celebrated as part of the Christmas party with co-founder Kathy Carmichael giving a presentation on its history.

Robin introduced Carl Molesworth who gave the evening's presentation. Carl is a former journalist and newspaper editor who has written extensively about military history. His presentation focused on the Curtiss P-40 Warhawk fighter aircraft most famously flown by the Flying Tigers (American Volunteer Group) in China. He also discussed the P-40's use by Allied air forces in North Arica, the Pacific, and the Soviet Union.
The presentation was well received and members asked many questions.

Membership meeting adjourned 8:40 pm

Submitted by Nelleke Cooper, Secretary

OTHER NEWS
Here are links to some of the other local Chapters' (and PAPA's) websites and newsletters. Check them out. Very inspirational.

https://www.eaa167.org/

https://www.papapetaluma.org/

https://gnossfieldcommunityassociation.org/

EAA CHAPTER 124 OCTOBER NEWSLETTER

https://www.eaa663.org/#/

Here's someplace to go next Saturday



Send me your news for your newsletter!

Volunteers Needed for Our Christmas Party!
We're looking for volunteers to help make this year's Christmas party a success!
We need **three teams of at least four volunteers each, including one lead for each team.**
The teams are:
1. **Setup & Takedown Team** – Assist with setting up before the party and taking everything down afterward.
2. **Food & Serving Team** – Help organize, prepare, and serve food during the celebration.
3. **Decorating Team** – Help with decorations and creating a festive holiday atmosphere.

Please consider volunteering for one of these teams! Your help will be greatly appreciated and will make this year's celebration enjoyable for ever
To volunteer, please contact Patricia Talbot:
Email: Patricia@PMTalbot.com
Phone: 707-921-9922
Thank you for helping make our Christmas party a wonderful celebration!

Patricia Talbot, RN, BHSA, PCMH CCE
Health Care Consultant

patricia@pmtalbot.com
707 921-9922



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 AND/OR 2027,** OR MAIL YOUR CHECK TO: EAA 1268, PO BOX 234, VINEBURG, CA 95487-0234.

REMEMBER! THE OCTOBER MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, OCTOBER 13 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: _____

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Your check should be made payable to: **EAA 1268**

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