



THE FLYING TIMES

The Official Newsletter
of the Sonoma Sky Crafters

EAA Chapter 1268

Sonoma Skypark Airport
21870 Eighth Street East
Sonoma, CA 95476

SEPTEMBER 2007



EAA CHAPTER 1268 MEMBERS VISITED THE BRODHEAD
PIETENPOL FLY-IN BEFORE OSHKOSH

This Pietenpol wasn't there though...

CHAPTER OFFICERS

President: Darrel Jones, 707-996-4494

Vice President: Andy Smith, 530-306-9870

Secretary: Frank Russo, 707-226-6535

Treasurer: Bob Avrit, 707-938-5818

Membership Chair:

Marilyn Poggensee, 707-939-7491

Building Chair: Don Youngs, 707-538-2288

Young Eagles Coordinator:

Rich Cooper, 707-938-5587

FIRST THINGS FIRST

The next meeting will be this Tuesday, September 11 at the Sky Crafters' clubhouse, Hangar B-5, here at Sonoma Skypark.

Roy Meyers has volunteered to do the September dinner, and it sounds as if he is planning on steak and potatoes. He has asked if the membership could be trusted with steak knives, but I couldn't give him an answer, so we'll just have to wait and see.

The program after the meeting will be a combination of a short slide presentation by Marty Spragg regarding his experience attending Sean Tucker's Tutima Academy of aerobatic instruction and Walt Lewis's guest from the Boy Scouts of America with information on starting an Air Explorer post at Sonoma Skypark.

See you there! Bring your appetites!

A LITTLE HELP FROM OUR FRIENDS

At the next meeting, we will also talk briefly about the ongoing Sonoma County General Plan review and update. As you might know, there are a few neighbors who have been campaigning heavily to have Sonoma County either exclude Sonoma Skypark from General Plan airport protections or to just close the airport entirely.

There are only four or five individuals or families involved, but they have been attending public meetings, submitting comments to the Sonoma County Planning Department and Board of Supervisors, and writing letters to the local newspaper to try building support for the airport closure.

The majority of the neighbors living around Sonoma Skypark are either neutral on or support the continued operation of the airport. While it would be difficult to motivate them to write letters to the Board of Supervisors, we should have no trouble generating fifty letters of support during the public comment phase of the deliberations.

I will be sending out a separate email to our membership with information on sending a letter to the Sonoma County Board of Supervisors encouraging them to include Sonoma Skypark in the Sonoma County Airport General Plan. I would like each Chapter 1268 member to let the Supervisors know that we use and enjoy Sonoma Skypark, and that it is an important element

of the Sonoma County transportation resources.

The Board of Supervisors has scheduled three informational meetings in September to answer questions and record comments from the general public regarding the Draft Airport Master Plan Update. It will be critically important that pilots using Sonoma Skypark attend each of the meetings to give Sonoma County positive input regarding Sonoma Skypark and Sonoma County aviation in general.

The meetings are scheduled primarily for public input from people living near Sonoma County Airport in Santa Rosa, but Sonoma Skypark opponents have been using every public forum to call for our airport's closure. It is important for us to give a balancing viewpoint.

The meetings will be held Tuesday, September 18 from 6:30 to 8:30 p.m. at Cardinal Newman High School, 50 Ursuline Road, Santa Rosa; Wednesday, September 19, from 6:30 to 8:30 p.m. at Piner High School, 1700 Fulton Road, Santa Rosa, and Thursday, September 20, from 6:30 to 8:30 p.m. at Huerta Gymnasium, 9291 Old Redwood Highway, Building 200, Windsor.

To review the draft master plan update, you can go to www.sonomacountyairport.org/ and click on Draft Master Plan Update.

It will be very important that you get those letters in.

OSHKOSH, GOOD GRIEF!

Ok, ok, IT WASN'T REALLY THAT BAD!

Well, one of the Sonoma Skypark flight did break his neck, but he says otherwise he had a great time. Oh, and another one lost his engine, but he got the plane down otherwise undamaged, and did have an enjoyable

AMTRAK trip home. Oh yeah, and the other guy scraped off his wheel pants, but he was able to fly the airplane home.

They're all talking about going back again next year. I think that has something to do with my decision not to.

The court of inquiry hasn't released its final conclusions yet, but whatever its conclusions are, I probably won't be flight leader again anytime soon.

If you missed the last meeting, boy, did you miss some good stories!

Our flight out consisted of Sam McIntosh with friend Jan Bush in Sam's Cessna 182, John Thomason in his newly restored Waco YKS-6 with mechanic friend Doug Smith, Gardner Bride in his Jayhawk Luscombe, and your own editor, Darrel Jones with ham and pilot friend Jim Hill in the Stinson.

The three days being weathered in at Cottage Grove, Oregon were actually kind of enjoyable. Jim and I slept on the museum hangar floor, John and Doug bunked in John's hangar at Cottage Grove, and Sam and Jan lived in luxury at the motel across the road.

It was interesting to see this high-tech bunch in their old airplanes. Sam and Jan had their laptops, and logged onto the Internet in the motel lobby to get current weather with satellite and radar imaging. Gardner chose to type up and print out his daily flight plans in the cockpit of the Luscombe. Jim and I made do with real-time flight tracking through ham radio, the Internet and ground based stations across the country.

It definitely wasn't your granddad's flyin'!

We finally got out in a break in the weather, with Sam, Gardner and I landing at Havre City, Montana right behind a thundercloud. Jim didn't have his seat belt tight enough so

he banged his head on the ceiling. John stayed the night at Kalispell with our old friend Mooney Mite Michael Mikleg.

The next day the Havre City survivors headed for Fargo, North Dakota with John following from Kalispell. John noticed a little oil leak while refueling at Havre City, and then noticed a dramatic drop in oil pressure out of Glasgow, Montana. The good news is that the Waco is safely tucked into a hangar in Montana while the engine is back at the rebuild shop.

Fargo was incredible! I had been corresponding with the local chapter president, and when we got there, we were able to camp on the lawn behind the museum, got an insider's tour of the incredible airplanes in the museum, then were able to use the "facilities" during the night. I will have another entire article on the Fargo museum later because there just isn't enough space in this issue to do it justice.

Next stop was Brodhead, Wisconsin and the Pietenpol fly-in. Ron Price's son Chris has a home, hangar and shop in Brodhead, so we had a good place to repair Gardner's broken brake cable and remove Sam's damaged wheel pants. That will be another long story.

Oshkosh, at last! Well, after holding over Green Lake for nearly an hour. I was going to sneak in before the Stinson Club, which had organized a fifty plane flight out of Watertown. Well, I missed that one by about five minutes. I spotted some nice lake-side property at Green lake, though. Again, and again, and...

Oshkosh was, as it always is, Oshkosh. Bright sunshine, thunderstorms, muggy humidity, beautiful breezes, blue sky and clouds, and way too much to see and do. The reason we keep going back to Oshkosh, other than to see old friends again, is that no

one could possibly see and do it all in one short week.

But we keep trying!

Gardner was parked out in the South Forty when he arrived because his Luscombe was a 1947 vintage, and not old enough to park closer. By mid-week, space had opened up closer to camp, so he went down to bring the Luscombe back up. He was doing fine until a RV turned off the runway right in front of him. Some witnesses called it an half outside loop, others an inverted Immelman. The end result was that Gardner cracked a couple vertabre in his neck and the Luscombe, as he just found out, was totaled. He is now looking for a Clipper, and the neck brace will be off in another month or so.

When we got Gardner back from the hospital, we set him up with a comfy cot in a nice big tent. I went off to work on the flight line, and came back to camp with Gardner missing. Did he have a concussion? Was he wandering, dazed and alone through the airport? Would we ever find him again?

Well, Gardner had brought his pocket trumpet because some people had organized a band concert at Oshkosh, and he wanted to play in the band. We heard music coming from the Theater in the Woods, and after a while, we saw Gardner coming from the Theater in the Woods. He not only played the concert, he had made the rehearsal before the concert.

He spent the rest of the week doing what he had done the whole trip, making his gourmet coffee for the group.

Most of us stayed in Sally's Alley, in the middle of the Vintage display area. Sally Ryan has prepared and served lunches for the Vintage volunteers for thirty-some years, if I've got the duration right. There were sing-alongs, lots and lots of really bad stories and jokes told, much more hangar

flying and airplane talk, and just a whole lot of visiting and looking at beautiful airplanes.

What's not to love?

The trip home was a little cloudy over the Mississippi basin, a lot cloudy over the foothills of the Rockies, and really bumpy over Wyoming and Nevada.

There is nothing that looks so good though, as those last hills over Napa and Sonoma Valleys as you descend toward pattern altitude. Until you see the windsock, straight out, ninety degrees to the runway.

By the end of the trip, it's no big deal. In fact, it's getting to be a tradition with me and Sonoma Skypark.

It's good to be home. I can't wait until next trip!

EAA Chapter 1268 **August14, 2007 minutes**

1900 hrs. Dinner served of various sandwiches, salad, brownies and carrot cake were served.

1930 hrs President Darrel Jones called meeting to order.

Bob and Marilyn Avrit were thanked for bringing sandwiches and Jeannie Williams for the salad.

Walt Lewis explains the reason for the celebration carrot cake and sparkling cider for Travis Morton's Private License being a little early

Ron Price comes to Travis's defense with it not being his fault due to aircraft maintenance problem and that Jasmine will be a new airport employee picking up where Travis leaves off.

Travis tells about the delay and his recent experience (some multi engine time)

Guests introduced: Richard Fisk a neighbor of _____, who will help him in the Luscombe restoration
David Pfiel friend of Eric Preston and now a new member
Didter and Mary Makowski building an all wood L4 from plans ,also new members.

Treasures Report: Bob Avrit states the General fund had \$7072.88 dinner expenses of \$65.65 and dinner receipts of \$125.00 for a total remaining of \$7132.23. 61 members paid in 2006 and 65 members paid up to date.

Young Eagles: Rich Cooper states that 17 Young Eagles were flown and Andy Smith, BK White and Jeanette Woods were thanked for assisting . Pilots participating were thanked and requested that Young Eagles be escorted out and back to the aircraft on the ramp to prevent a possible prop strike or other unsafe condition. Don Cooley will try to coordinate a fly out to Auburn for lunch after Young Eagles in September.

Membership: Marilyn said a new roster will be published soon.

Building report: Don Youngs' last work party to lay brick pavers only had Rich Cooper show up. Requested that we try another attempt to finish the patio on Saturday.

Events: McMinnville fly in , Chico fly in, and Napa Airport day are happening before the next meeting
Lampson Restaurant at Clear Lake is reopening September

New business: The Meal Planning Program was instituted with two volunteers listed for each month through July of next year. Marilyn will have the list and I will try to remind those that are up for their month.

Walt Lewis talked about Boy Scouts Air Exploring Post ages 14 to 20 and if the chapter would consider helping them to get experience in aviation. Eric Preston concurred that he had previous positive experiences with the program.

Paul Siebert announced that time was running out to respond to the FAA for rules concerning Certificates that have been abandoned or the owners have vanished and that you only had until September 2, 2007 to reply.

Ray Spengler said that the round gage 172 will be at Sky Park next week and available for training.

Andy Smith will be working on his CFI with prodding from Ray and Vida.

Jorge Oros gave a colorful account of his Aceventure, Brodhead and Airventure 2007 experience with a lot of help from his sisters . He is also busy around the airport helping with Young Eagles and looking for new airplane rides to log.

John Thomason, Sam McIntosh and Gardner Bride told us about their adventures going to Oshkosh this year. They all agreed that it was the trip from H...L and Darrel was the only one to return with out a scary experience.

2125 hrs. Meeting adjourned by Darrel Jones.

Here is a web link that might interest you. The "qualitysportplanes" is for a Cloverdale Zenith distributor who will be having a fly-in open house Saturday, October 13. I'm going to be out of town, but the club ought to make this a chapter fly-out. Check it out.

<http://www.qualitysportplanes.com/index.html>

Send your news to wd6bor@vom.com.

Sonoma Skycrafters
EAA Chapter 1268
358 Patten Street
Sonoma, CA 95476

**REMEMBER! THE AUGUST MEETING OF SONOMA SKYCRAFTERS EAA
CHAPTER 1268 IS THIS TUESDAY, SEPTEMBER 11, AT 7:30 PM, AT SONOMA
SKYPARK, SKYCRAFTERS CLUBHOUSE, HANGAR B5!
DINNER STARTS AT 7 PM, SO DON'T BE LATE!**

SKYCRAFTER MEMBERSHIP

EAA CHAPTER 1268 Membership Dues: \$12 per year.

Name: _____ EMAIL: _____

Address: _____ APT: _____

City: _____ State: _____ ZIP: _____

EAA MEMBERSHIP NUMBER: _____ EXPIRATION DATE: _____

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

Please mail your dues to:
Bob Avrit
4479 Grove Street
Sonoma, CA 95476