



THE FLYING TIMES

The Official Newsletter
of the Sonoma Sky Crafters

EAA Chapter 1268

Sonoma Skypark Airport
21870 Eighth Street East
Sonoma, CA 95476

OCTOBER 2020



NATHAN WILSON AND HIS MOM ANNE-ANDRE' AT A YOUNG EAGLES DAY
IN 2015. NATHAN IS OUR NEWEST PILOT!

They are standing in front a beautiful yellow and blue Taylorcraft.

Mine was the same color. I miss it still.

CHAPTER OFFICERS

President/AE: Robin Tatman, 707-553-2747

Vice President: Darrel Jones, 707-799-6382

Secretary: Nelleke Cooper, 707-938-5587

Treasurer: Bill Wheadon, 707-224-3901

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FIRST THINGS FIRST

The January meeting is this **Tuesday, October 13**. The Board of Directors will meet at 6:00 p.m. and the general membership meeting will start at 7 p.m. Both meetings will be on Zoom.

Our program for the evening will be a catch-up with the Chapter 1268 members on Zoom. Check in and we will go around the members asking how they are spending their time. We will then show a film "Barnstorming", which is a great, personal documentary about a couple of pilots landing in a farmer's field and the community friendships that grew from that first encounter.

GIRL ON A MOTORCYCLE



I thought this might be a good regular feature for the newsletter. I would love to know the story of this photo. I like to think she would make a good pilot. Good looking dog, too.

PRESIDENT'S REPORT

Greetings from the great down under! I sit in Sydney on a 48-hour layover. Normally this is one of the best in our system. Like San Francisco, Sydney is one of my favorite cities that I have ever visited. Great scenery, food, easy to navigate, excellent exchange rate, and friendly, English speaking people. What could possibly go wrong....

Well, due to the pandemic I am currently sitting in quarantine, prohibited from stepping

out of my door for any reason short of a hotel fire (that wasn't discussed, but I am assuming they would let us make an exception for a disaster). Even though my crew mates are all on the same floor, we are forbidden to socialize with any of them. So here I sit in my gilded cage. I don't get bored easily, so it's not the end of the world. And I can count on no delays getting out of here tomorrow - they'll be most anxious to be rid of us.

A short two weeks ago, I had the pleasure of experiencing two kinds of families in one weekend, each with aviation running through them - the first by blood and the second by bond. Spending time with each makes me appreciate again, for the umpteenth time, that aviation came in to my life. I wish I could say that it was planned, but it truly was just dumb luck.

On Saturday the 26th of September, a Sonoma Skypark contingent launched for the McFarlane family fly-in at their farm in the vicinity of Turlock: Bob Berwick in his Fleet, Ben and Eric Presten in their Piper Clipper, Randy Petersen in his Super Cub, and me and Piper in my Cessna 120. Visibility was a bit sketchy due to smoke 'til we got into the Valley, and about an hour and 20 minutes later I was wondering to myself, "Where the heck is that farm!" I was looking for a dirt field. Wrong! Although I was leading the pack, everybody else saw it first and Piper and I were the last to land on a beautiful, manicured emerald green lawn. It was so perfect I can't even call it grass. I am hoping Darrel can throw in some pictures, but if not, send a friend request to Roger Cain's Facebook page, and he has a beautiful set of pictures from the event.

There were at least 60 airplanes there, mostly tailwheel, and even a Kodiak came in to play. If you got there early, or camped out the night before, you got treated to a pancake breakfast cooked up by Matt's dad. Right

around 12:30 they put out a beautiful tri-tip spread along with hot dogs, beans, salad, rice, and bread with ice cream for dessert. They do this twice a year, and this was my third time there. I hope I never miss one going forward!



Bob Berwick's Fleet, Eric Presten's Clipper and Piper the Dog. (Spelled backwards is God)

The McFarlane's are just about the nicest people that you can ever expect to meet, and with three generations present, there are more of them than I can remember - especially with lots of little ones running around. I can't imagine as a kid what it would be like to grow up there. Hard work, definitely, but they have airplanes all over the place and just about everybody flies - usually soloing as early as legally possible. The kids drive everything from the SUVs, motorized bikes of all sizes, and bigger stuff. I guess that's normal for growing up on a farm, but not something I see every day!

Somehow the weather is always perfect. Most people flew in - some just one field over, and others from quite a way out like us (considering the slowness of our antiques), but a few drove in as well. The common topic was aviation and everything about it: airplanes, rebuilds, homebuilts, old projects, new projects, and the next greatest stuff to get to put in your next project. All the inflammatory topics of the day were blissfully absent. All in

all, a wonderful day for me to relax, recharge, and appreciate why I got into little airplanes all over again.

We got to camp overnight, and the next morning Bob and I flew up to Calaveras County Airport to attend the dedication of a bench for Tyler Orson. Many of you knew him when he grew up at Skypark. It will be 10 years this February since his accident, and his mom Terry thought it would be much better to do it now in nice weather as opposed to this winter. There we ran in to a bunch more Sky Park folks: Ron Price and son Chris, Kyle Cooper, Kathy Carmichael and Steve, Walt Bowe, Tyler's close friend Danny (with wife and kids), and of course Terry.



Kathy, Bob, Terry and Ron with Tyler's memorial bench. It was wonderful watching Tyler grow up at Sonoma Skypark.

It was a nice turnout - not too few and not too many. All with the exception of me had close ties with Tyler, although I have heard about him from many of you over the years. I was surprised to see the Sky Ranger Experimental that he built and flew, complete with his name on it as well as an intrepid bear with goggles firmly fastened to the left strut. It looks brand new. Terry took it up for a spin before everyone got there, and Danny's kids fell in

love with it and were all over the cockpit - future aviators checking it out. Terry added a beautiful picture of Tyler with Bob's Fleet in the background on the tail. Bob specifically flew the Fleet up there since he and Tyler spent a lot of time in it together.

All throughout the day you could not help but feel the close bond and love these people had with him in common. As Terry remarked in her dedication, no one is forgotten who is remembered by those who love them, and clearly, Tyler will not be forgotten.

The takeoff on the flight home jolted me back to reality, and I was wondering to myself if it would be fodder for the magazine column "I Learned From That". While San Andreas does not have that high of a field elevation, it was in the 90's when we took off, and for me, the effects of density altitude reared its ugly head. I looked at Piper accusingly and asked her if she lied about her weight. She couldn't hear me with her Mutt Muffs on anyways, so I didn't get an answer. So we climbed in circles overhead the airport about 100-200 fpm until I felt ok to continue home. By that time the Fleet was nowhere to be seen, and I finally caught up to it on taxi back to the hangar after a typical windy afternoon crosswind landing on Runway 8.

It was a lovely weekend and I drove home again feeling grateful for the opportunity to hang out with great people and great airplanes.

Robin

**EAA 1268 MEMBERSHIP CHAIRMAN AND
TREASURER REPORT**
OCTOBER 2020

Treasurer Report Activity in the finances for the chapter has been very low which is not unexpected due to the lack of meetings and other revenue or expenditure opportunities.

We had no expenditures for the month and income was from interest on our savings (\$2) and CD account (\$11.58). We also received a check from Mike Smith Aviation for \$984.84 that was a refund for unused training funds for Nathan Wilson.

Our chapter funds total the following:

Checking	\$9615.50
Saving	\$ 113.61
CD	<u>\$ 5199.73</u>
	\$14,928.84

That's all for now – any questions email or call me – contact information is in the newsletter.

Stay safe,
Bill Wheadon, EAA Chapter 1268
Membership Chairman and Treasurer

MEMBERSHIP AND ZOOM MEETINGS

We miss your smiling faces.

We had a Zoom meeting on September 8 but only had a few members attend.

Marsi generously volunteered to start calling people to encourage them to join us via Zoom.

We will try to have a practice meeting before the next meeting, so I'll have sent an email out by the time you read this inviting you to a short Zoom meeting Monday at 7 pm so you can get familiar with the program.

I'll plan on showing a short video from EAA at each of the future meetings to make them more interesting.

YOUNG EAGLES

Young Eagles is on indefinite postponement. We will let you know when we start flying kids again.

BK



Nathan and Ron in the Vagabond at a Young Eagles Day in 2015. How time flies!

CHAPTER 1268 SCHOLARSHIP COMMITTEE

Chapter 1268 is organizing a scholarship committee to formalize the scholarship application and award process. Roland Gangloff has offered to Chair the committee so you can give him a call at 707-935-1832 to volunteer to help.

We currently have three young people who are taking lessons and have asked for some scholarship help with the cost. Two are 15 years old and are flying with Richard Craig. The other is a young woman who will be starting lessons soon.

We have offered \$1,000 per year scholarships before. The committee will decide how to make the determination of who qualifies and what amounts to give. We currently have a comfortable amount in savings and checking but will need to reserve some in our yearly budget to pay for Air Academy participants.

Roland Gangloff has volunteered to be the Chairman of the Scholarship Committee so please contact him and let him know you would like to help young people learn to fly.

FLYING CLUB UPDATE

The flying club is off to a slow start but is making progress.

We are incorporated in the State of California and have filed our application for 501.c.7 non-profit status with the IRS.

Robin, Richard and I bought John Mills Taylorcraft as a first airplane, although it will remain in our ownership until we get further along in the flying club process.

We hope to either buy or lease back another two aircraft for training and for cross country use by the club members. We will need to plan out the financing, hangaring and administration of the airplanes. We also need to formalize the management of the club, recruit new members, decide what the monthly dues and hourly costs will be.

There is more management to be done than we have time for among ourselves. We need more help getting over the hump and actually getting to the point that club members can use a club airplane either for flight instruction or personal use.

There are always a lot of rusty pilots in any community who earned their certificate but stopped flying because they couldn't justify the cost of sole ownership of an airplane.

We are asking for others in our pilot community to help us get this club to the point that it is a going concern. EAA Chapter 1268 can't own a flying airplane or run a flying club, but the members of the Chapter can. There has to be a definite line between the club and the Chapter as separate entities.

Charlie Becker from the national EAA office was our speaker at the September meeting and gave us a nice overview of how to set up a flying club and answered questions from the

members at the Zoom meeting. EAA has some great resources and references for anyone interested in getting a club up and running locally.

Give Robin, Richard or me a call if you can help us get the Sonoma Skypark Flying Club to the next level in its formation. Check the front page for contact information.

FLIGHT MEDICAL EXAMS IN SONOMA

I've had a number of people ask if Dr. Schafer is still doing flight medical exams. Dr. Schafer retired from his family practice but still keeps his hand in by giving flight medical exams at his home. Give him a call if you need your medical renewed or if you have any questions about your medical.

He is at:

Dr. John R. Schafer, MD
353 Patten Street
Sonoma, CA 95476
707-933-6619
johnrs@sonic.net

The disclaimer here is that he is my brother-in-law and lives right across the street from us. It's not a very long commute to get my medical renewed.

MOVIE NIGHT AT SONOMA SKYPARK

I had meant to say something about our own Gardner Bride with those write-ups of the Naval aviation movies last month.

We had Gardner give us a talk about his flying career at a previous meeting.

Gardner, I'm afraid to say, was a Naval aviator himself. He flew post WWII and had the experience of flying off both straight and angled deck carriers. I think he said he flew F9F Panthers, but I would have to confirm that. The end of the movie "Task Force" had some

nice shots of F9Fs flying over at the end of the movie.

Gardner also flew crop dusting in small airplanes. I think he said he flew a Cub but I would have to confirm that also. He did talk about hooking a wire with the rudder as he passed underneath. The duster owner took a hammer and straightened it out and sent Gardner back with another load.

Gardner flew for the airlines until retirement. He then volunteered as a docent for the USS Hornet museum in Alameda.

I've written about Gardner's exploits in previous editions of the newsletter. Maybe we can get him on a Zoom meeting and ask him about the duster he flew. He always had a good story to tell.

I know he still plays his coronet because he played Taps for John Thomason's missing man formation recently.

I need to ask him if he know Gary Cooper or Don Ameche when he was on the carriers.



Rich Cooper, Chapter 1268 President Robin Tatman and Gardner Bride on the USS Hornet.

DINNER SCHEDULE

We will reschedule our chefs when we start having meetings again. Contact Robin at robntat@aol.com or 707-553-2747. You can also let me know at wd6bor@vom.com and I'll put you on the roster.

The schedule for this year so far is:

Month	Cooks/Meal
2020 DINNER SCHEDULE	
JAN	Robin T
FEB	Bill & Jan W
MAR	Nelleke and Rich C
APR	Dinner at home(s)
MAY	Dinner at home(s)
JUN	Dinner at home(s)
JUL	Dinner at home(s)
AUG	Dinner at home(s)
SEP	Dinner at home(s)
OCT	Dinner at home(s)
NOV	Dinner at home(s)
DEC	XMAS PARTY?
Standby	?

SPEAKERS

We are always, continually, everlastingly looking for speakers for our monthly programs.

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
2020 SPEAKER SCHEDULE	
JAN	Gene Marcinkowski- Hamilton
FEB	Bruce Jamigian- Jimmy Doolittle
MAR	Yayoi West- NASA
APR	No meeting
MAY	No meeting
JUN	No meeting
JUL	Michael Wray- Vickers Gun Bus
AUG	Chapter video for August
SEP	Charlie Becker EAA flying clubs

OCT	Barnstorming film
NOV	?
DEC	XMAS PARTY?

2020 EAA 1268 CALENDAR

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

DATE	EVENT
10/11	Young Eagles 9 am cancelled
10/13	1268 Meeting 7 pm Zoom
10/24	Skypark Movie Night cancelled
11/8	Young Eagles 9 am cancelled
11/10	1268 Meeting 7 pm Zoom
11/28	Skypark Movie Night cancelled
12/4	Skypark Xmas Party ?
1/1/20	New Years' Day 1 st Flight
Every Saturday Noon to 1:30 pm (someday) Skypark Hamburgers and Hot Dogs in the clubhouse! Currently cancelled	

RICH COOPER MEMOIR EXCERPT

Nelleke sent over an excerpt from the memoir Rich is writing about his life in aviation. I've included it here for the enjoyment of our members.

In 1979 I got involved with two good friends, Wayne and Don, who bought an 80,000-cubic-foot, four-man hot air sport balloon. You should know that Wayne gets involved in EVERYTHING he thinks will be fun. And I frequently get stirred into the mix before I realize all the ramifications. In this case, I was the chaser for their hot air balloon flying lessons.

It sounds innocent enough. All I had to do was watch where the balloon went, drive the truck to the landing spot, and pick up them and their balloon. But when I tried this for a while, the complications became a lot more obvious...or should I say, "ominous." First, Sonoma County is full of back roads that weave around big

redwood trees and fences, past roadless fields, lots of houses, pastures full of livestock that are scared to death of the balloon because of the noise, ridges without roads over the top, and acres and acres of grapes where it can be very difficult—sometimes impossible—to land.

Also, some property owners aren't so welcoming to a fire breathing monster periodically making very loud noises that sound as if a citywide fire is headed at them, which in fact it is. Late in the season it's not reassuring to property owners with fields full of dry grass. Further, the balloon travels with the breeze and doesn't care if there are no direct ground routes for the chaser to follow. Doesn't care one bit. Fences be damned, it goes direct. So, you guessed it: I decided I'd rather fly than chase. Soon I'll add a new rating to my list of my existing type ratings because I'm learning to fly the balloon.

So why would anybody want to fly, given all these obstacles? It's the view!

It's unmatched. Drifting along between burner operating periods, it's quiet, peaceful, and magnificent. I never tire of it! Only the birds know what I experience. The scenery and the majesty are what it's all about. But as a pilot, there's another factor: the personal satisfaction of exercising precise changes in altitude by adding heat or bleeding off hot air: it's more art than science. With no instruments in the balloon indicating how much or little heat needs to be added or dumped, I developed a sense of handling the balloon. It's strictly a seat-of-the-pants technique; each pilot develops it by experience. But aloft there's no defaulting to automatic pilot. My feel for it is the only control. It allows me to drift across a field ten feet above the ground. When I approach a fence, I climb an additional ten feet, float over the fence and then descend to a lower altitude on the other side.

The experience creates a feeling of satisfaction and pride, knowing that most of the passengers won't have an understanding of the judgment required. And it brings a smile to my face. The ability to move in a lateral direction comes as I find the altitude that has the wind direction closest to the direction I want to go, if there's any wind to be had. Sometimes even a relatively small change in altitude will yield a significant difference in the wind.

Some days there's not a breath of wind to be found anywhere. I have hung in the sky for as long as 45 minutes and landed within two hundred feet of where I started. Not popular with folks who paid for a ride! In hundreds of hours of flying, I can say this: wind is fickle. But when conditions are right, ballooning is magical.

Drifting a mere few feet over treetops is enough to create heart palpitations. It's all about the view and keeping a balance. Heat must be added to compensate for loss due to natural cooling. The burner heats the air inside the envelope until it becomes light enough to lift the total weight of the balloon, propane, and occupants.

Balloon flying is both nice and quiet and intermittently extremely noisy when the 70,000 BTU-rated burner is going. I have to be alert to stay high enough over livestock pastures so I don't frighten them. Horses are especially skittish: they'll run through a barbed wire fence injuring themselves when scared.

The big annual rally at Albuquerque, New Mexico was a favorite for us. Nelleke and I, plus our two children, participated in 1980 for five days. We picked up the children from school and off we went in our Chevy van towing the little trailer with the balloon and three 10-gallon propane tanks.

We headed for Los Angeles then turned to make the long trek east across route 66 to Albuquerque. Nelleke and I take three- to four-hour shifts driving. When we're each too tired to drive, it's already dark. We parked that year behind a motel and joined the children for a short nap. Arriving in Albuquerque we checked into our motel.

Before sunrise the next morning we joined more than five hundred balloonists heading to the fields that are the starting point.

Directors wearing referee outfits and carrying radios worked both ends of the most downwind row of balloons, giving instructions to balloon pilots in the row about when to launch. Then comes the signal to launch the most downwind row. The entire row takes to the sky in a huge line. As the row becomes airborne, directors move to the next row, repeating the process. The effect is incredible. Row after row of balloons lift off in a nearly continuous wave, their burners creating a symphony of hissing and roaring. They ascend from the launch field as if from a child's great bubble pipe, their different colors and shapes blazing into the air.

The morning sun brightens their colors, and tints any with white fabric to an orange, sunrise color. The light morning breeze gradually scatters them in no particular pattern and they are even more beautiful for being random. Some come close to us—only twenty or thirty feet away. We talk to people in nearby balloons when they are close enough and the burners are quiet.

Richard Cooper, a native New Yorker, has lived in Sonoma since 1972. He earned his bachelor's degree in Aeronautical Engineering and was commissioned in the US Navy, where he earned his wings.

After active duty he flew for Pan American World Airways, where he met his future wife, Nelleke. His daughter and son are both pilots for United Airlines.

Airborne with Propane is excerpted from Richard's upcoming memoir.



One last one of Nathan picking Rafe's pocket while I distract Rafe with my camera. I knew Nathan had the makings of a great pilot!

EAA CHAPTER 1268 MINUTES

EAA 1268 Board of Directors Zoom Meeting
September 8, 2020

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

Present online were: President Robin Tatman, Vice President Darrel Jones, Secretary Nelleke Cooper, Treasurer Bill Wheadon, Directors Roland Gangloff and Jeanette Woods.

Scholarships discussions.

Our EAA Chapter is involved in 2 separate scholarships.

- Air Academy for summer aviation camp
- Help aviation students obtain flight training scholarships

Bill Wheadon gave an account of Nathan Wilson's sponsorship. With Darrel's help Nathan obtained a \$10,000 Ray Scholarship from the EAA towards his Private License. A total of \$656.52 was used for additional training from Chapter 1268's treasury. For details, please contact Treasurer Bill Wheadon.

Update on various applicants: Robin mentioned that Kira received a \$1000 flight training scholarship from the Petaluma Chapter. Bill Wheadon mentioned Josh was obtaining Instrument Training from Richard Craig. Due to his young age (15,) Josh is not eligible for flight scholarships yet.

As for our finances, the deposit for Academy slots is \$1200. Funds were not used due to the Covid 19 situation and will be rolled over into 2021. Depending on the number of applicants we usually deposit \$1000 to \$1500 to secure slots.

Darrel and Robin suggested making the flight training application process more formal with deadlines and accountability for the students. Gretchen can put the application forms on our website. Robin gave Kira credit for obtaining the PAPA scholarship as she had to "Jump through hoops" to obtain it. Robin to check on the forms used by PAPA. Roland Gangloff volunteered to head up the Scholarship Committee.

Our Chapter's deadline to decide our financial allocations towards the above scholarship to be determined in October and application for Air Academy January 31.

Board Meeting adjourned 6:45 pm

General meeting called to order by president Robin Tatman 7:00 pm.

Online Members present: Yayoi, Marsi, Rafe, Jeanette, Michael Wray, and the previously mentioned Board Members.

Darrel and Robin have been in contact with EAA National to get information on how to start a flying club at Sonoma Skypark. They attended a workshop at the Air Venture in Oshkosh in 2018.

This evening's program was a virtual presentation by Charlie Becker, the EAA Communities Director, on Flying Clubs. The purpose of Flying Clubs is to provide affordable access to flight training and support many aspects of the aviation community. Chapters can help build, restore and take donations, but they can't own the club's aircraft.

The EAA website gives a complete rundown on the Flying Club Resource Center.

<https://www.eaa.org/eaapilots/flying-club>

Articles of Incorporation have been filed with the State of California and application for obtaining a 501(c)7 status has been filed with the IRS, which means it is non profit, but donations are not tax deductible.

Flying Clubs are social clubs and can have "Welcome New Members" signs, but not "Learn to Fly."

After the presentation there were numerous questions for Charlie regarding liability and insurance, landing fees and more.

The General meeting's agenda included an update to the members present about the various applicants and the formation of the Scholarship Committee, headed up by Roland Gangloff.

Due to the bankruptcy of the Boy Scouts the Air Explorer group has been inactive.

There are plans to create a Gallery of young people who started flying at Skypark. Yayoi mentioned that Harry West, her late husband, took pictures of all the students he worked with.

General membership meeting adjourned 8:10 pm.

Send me your news for your newsletter!

Bill Wheadon's Treasury Report is in the Newsletter and he reported that we currently have 65 active Members in our Chapter.



Let's finish off with a nice picture of Kyle Cooper, Walt Bowe, Chris Price, Bob Berwick and Piper the Wonder Dog in front of Bob's 1929 Fleet at Matt McFarland's fly-in in Turlock two weeks ago..

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

MEMBERSHIP DUES ARE DUE IN JANUARY, AND MEMBERSHIP RUNS FROM JANUARY TO DECEMBER. DUES ARE STILL A MODEST FIFTEEN BUCKS. **IT'S OCTOBER SO YOU CAN NOW PAY YOUR DUES FOR 2021!** SEE YOU ON ZOOM!

Ok, I'm trying a new font for this newsletter. I've been using Times New Roman previously but I thought I would give Calibri a try to see if it is any easier for you to read. Let me know with an email and I'll either keep it, try another or go back to Times (not "back in time").

REMEMBER! THE **OCTOBER** MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS **TUESDAY, OCTOBER 13 AT 7 P.M., ON ZOOM!**

AN EMAIL WILL GO OUT TO THE ACTIVE MEMBERS WITH THE LINK TO THE ZOOM MEETING.
DOWNLOAD THE SOFTWARE AND CLICK ON THE LINK.
THE BOARD OF DIRECTORS WILL MEET 6 P.M. BEFORE THE GENERAL MEMBERSHIP MEETING

SKYCRAFTER MEMBERSHIP

EAA CHAPTER 1268 Membership Dues: **\$15 per year.**

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:
Bill Wheadon, Treasurer
1021 Stonebridge Drive
Napa, CA 94558