# THE FLYING TIMES

The Official Newsletter
of the Sonoma Skycrafters
EAA Chapter 1268

Sonoma Skypark Airport
21870 Eighth Street East
Sonoma, CA 95476

MARCH 2013


YOUNG EAGLES FLIGHT IN A 1926 TRAVELAIR
Some kids just have a lucky day once in a while. Thanks Bob!

**CHAPTER OFFICERS**

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BOD/Air Ex: Robin Tatman, 707-553-2747

**FIRST THINGS FIRST**

The first meeting of the year is this **Tuesday, March 12**. The Board of Directors meet at 6:00 p.m. and dinner is served at 7:00.

Dinner is at 7:00 p.m. after the Board of Directors' meeting, and is $6.00 per person. Our chefs for the month will be Nelleke and Rich Cooper. (I sure hope they remember!)

The EAA Chapter 124 newsletter is at:

http://www.eaa124.org/Newsletter/Mar2013.pdf

Their meetings are on the first Wednesday of the month, so you need to plan ahead since our newsletter comes out after their meeting and newsletter. Bookmark their web page and check in for more information on the Chapter 124 activities.

The Gnoss Field Chapter has generously donated their Young Eagles credits to Chapter 1268 for use for sponsoring our participants to the EAA Air Academy this year. Ken Mercer and Steve Knecht have been trading information with us and put on a monthly breakfast and program at Gnoss Field. Contact Steve at mailto:info@gnossfield.org
And ask to be put on their email list. With Petaluma's PAPA's meeting the evening after ours (it's St. Paddy's Day corned beef and cabbage this month) there is lots to do at our surrounding airports.

Let's cross-pollinate!

Our program for the evening will be an EAA instructional video on aircraft corrosion. We'll splash some salt water around after the video and see what corrodes.

**EAA 1268 MEMBERSHIP CHAIRMAN AND TREASURER REPORT**
**March 2013**

**Membership** – Our name badge board is gradually turning from a sea of white badges to blue. So far we have 73 members (58 regular and 15 Associate) paid through 2013 or beyond. Only 13 paid members from last year have yet to renew.

For those who will be renewing, please update any changes for the roster (new email address, telephone #, etc.) on the form that can be found on the last page of the newsletter or in the envelopes in the basket under the badge board.
**Treasurer** - Our bank statement reflects one deposit of $327, mainly from dues renewal and one contribution of $102. No checks or other disbursements were made on this cycle.The checking account balance stands at $3247.28.

See you at the meeting,
Bill Wheadon

**YOUNG EAGLES MARCH 10**

It was s stunning day at the old aerodrome as Chapter 1268 flew another twenty-one potential future pilots. I had Kelsey, Simone, Nathan and another who all are planning a career as a professional pilot. Considering the fact that they all flew a bumpy Sonoma Valley to Glen Ellen and back with cool confidence, they should all make great pilots.

We had some of our regulars with Bill Wheadon, Ron Price, Frank Russo and Tim Bloodgood in his light sport as well as a relative newcomer to Sonoma Skypark, Walt with his V-tailed Bonanza. Hopefully Walt will join us for the meeting and dinner Tuesday so I can get his last name. Ground crew and registration were again ably handled by Jasmine and Marsi with Paul Seibert and BK on the ramp doing traffic control.

As always BK White is looking for volunteer pilots, ground crew and registration helpers for our monthly Young

Eagles events. Let him know you will be joining us and helping out by sending him an email to eagle1@vom.com or by calling him at 707-996-1335.

**AIR EXPLORER UPDATE**

For the new year we have a nice sized group of 6 Explorers: 5 boys and 1 girl, ages 13 1/2 to 18. We are hoping to meet our newest member, Brianna at the March meeting. Her work schedule has interfered with our first two meetings of the year. Thanks very much to Ron Price for giving her a Young Eagles ride to get her in the program.

In December we met to determine the size and focus of the group. Everyone is interested in completing their private pilot's license and more. One will be taking their private check ride in the next month. Once we get internet to the club house, we'll start working on the Sporty's private pilot ground school at the meetings after Young Eagles. They want to do field trips - of course air shows during the season - and go to air museums and events. Within the group there are diverse interests and talents (videographers to airport planners). I brought up the idea of a book club last month (aviation related, of course) and we are evaluating some books to read for the year.

We took our first field trip in February and visited the Pacific Coast Air Museum. Thanks to Walt Lewis, we had a guest speaker at the February meeting from PAPA, Mark Ashton. He gave a terrific, and timely, presentation on how to properly fill out a scholarship application.

I want to shout out a special THANK YOU!! to all Young Eagles pilots who have been flying our current Explorers faithfully every month. It is a highlight of my day to ask each one who they flew with, in what aircraft, and what they did. Your dedication and enthusiasm have made a huge impact on them, and you all are the main reason they keep coming back every month. You guys (you too Jeannette) are rock stars!

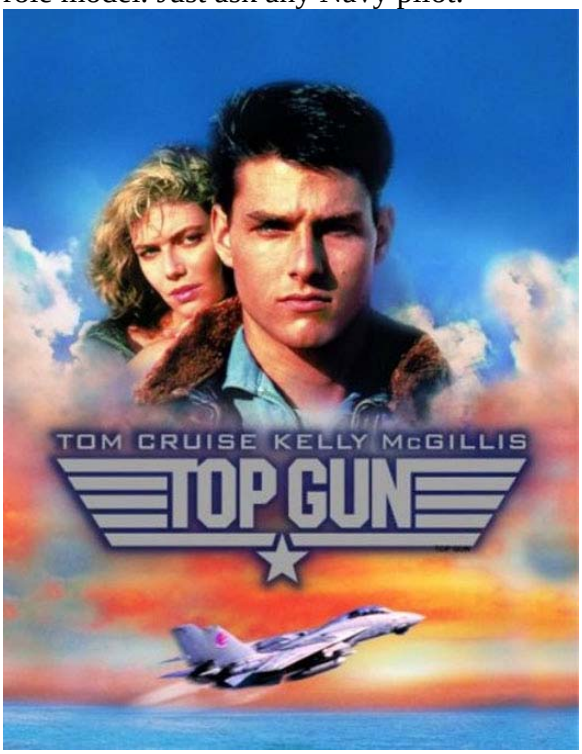
I am working on coordinating a tour of the altitude chamber at Beale AFB and some guest speakers from Delta and the industry. Stay tuned, and thanks to the entire EAA 1268 chapter for your support of the Air Explorers.

Robin Tatman, Post 1268 Advisor

**MOVIE NIGHT AT SKYPARK**

Movie night for March will be the **NEXT-TO-LAST fourth Friday, March 22**, since Sonoma Skypark is holding their annual shareholders' meeting on the last Friday, March 29.

The movie this month will be "Top Gun" starring Tom Cruise as every Navy pilot's role model. Just ask any Navy pilot.




"Top Gun" is a very popular flying action film with Maverick and Goose, Ice Man and whoever his sidekick is partying hard, flying hard, breaking the rules and shooting down bad guys, all the while hanging with the good looking ladies. Lots of fun.

There will be another episode of Sky King and a vintage flying cartoon before the main movie.

Pizza is always available for $5 per person, including beverages, and complimentary popcorn just to whet your appetite (or spoil it), courtesy of Walt Lewis and his Amazing Real Movie Theater Popcorn Popping Extravaganza Machine.

See you at the movies on movie night, **FRIDAY, MARCH 22** at 6 p.m.

**DINNER SCHEDULE**

We are lining up our celebrity chefs for 2013 so let Roy know if you would like to be one of our famous chefs for the upcoming year. Roy can be found at Flyboyroy@aol.com or by phone at 415-897-2983. You can also let me know at wd6bor@vom.com and I'll put you on the roster.

Don't be shy; be bold and decisive! Give Roy a call and let him know when you can cook.

The schedule for this year so far is:

| Month | Cook | Meal |
|---|---|---|
| 2013 DINNER SCHEDULE | | |
| MAR | Nelleke & Rich | ? |
| APR | Marsi & Amir | ? |
| MAY | Catherine & D | Chili, salad |
| JUN | ? | ? |
| JUL | ? | ? |
| AUG | ? | ? |
| SEP | ? | ? |
| OCT | ? | ? |
| NOV | Ron P. | ? |
| DEC | XMAS | PARTY |

**SPEAKERS**

We are always, continually, everlastingly looking for speakers for our monthly programs. If you don't want to show your own baby pictures at a meeting, think of an alternative program or speaker and let us know what you would like to hear.

We will be trying a new method of arranging for speakers. We will ask for volunteers, not to necessarily be the speaker themselves, but to ask someone they know to be the speaker for the month they've selected. If we can fill out the schedule at the February meeting for speakers and dinners then we can sit back and relax for the rest of the year.

We already have some volunteers with Tat talking about airway beacons, Travis inviting ATC controllers from the Napa tower, Rich Cooper lining up a formation flying presentation, John Carmichael talking about seaplane operations, and Craig McDonald and Les Goldner agreeing to either find speakers or give presentations themselves.

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 |
|---|---|---|
| 2013 SPEAKER SCHEDULE | | |
| MAR | EAA VIDEO | CORROSION |
| APR | ? | |
| MAY | ? | |
| JUN | ? | |
| JUL | ? | |
| AUG | ? | |
| SEP | ? | |
| OCT | ? | |
| NOV | ? | |
| DEC | FROSTY | ICING OPS |

**BREAKING STORY**

And, a pretty story it is not! It's about 200 crows found dead near Colusa with the resultant concern for Avian Flu. They had a Bird Pathologist examine the remains of all the crows, and he confirmed the problem was definitely NOT Avian Flu, much to everyone's relief. However, he determined

that 98% of the crows had been killed by impact with trucks, and only 2% were killed by car impact. The Province then hired an Ornithological Behaviorist to determine the disproportionate percentages for truck kill versus car kill. The Ornithological Behaviorist determined the cause in short order. When crows eat road kill, they always post a "look-out Crow" in a nearby tree to warn of impending danger. His conclusion was that the lookout crow could say "Cah", but he could not say "Truck."

**2013 EAA 1268 CALENDAR**

I thought I would put together a calendar for the year, as much for my own benefit as for the members'. My memory just isn't what it used to be.

Send me any events you have for the calendar and I'll put them in.

| DATE | EVENT |
|---|---|
| 2/28 | Air Acad. application deadline |
| 3/1-2 | Casa Grande, AZ antique fly-in |
| 3/10 | Young Eagles, 9:00 am, SSP |
| 3/12 | EAA 1268 meeting, 7:00 pm, SSP |
| 3/29 | Skypark movie night, 6:00 pm |
| 4/9 | EAA 1268 meeting, 7:00 pm, SSP |
| 4/14 | Young Eagles, 9:00 am, SSP |
| 4/26 | Skypark movie night, 6:00 pm |
| 4/27-28 | Pacific Coast Dream Machines Fly-in, Half Moon Bay, CA |
| 5/12 | Young Eagles, 9:00 am, SSP |
| 5/14 | EAA 1268 meeting, 7:00 pm, SSP |
| 5/16-17 | Aeroelectric seminar on aircraft electrical systems at Skypark |
| 5/31 | Skypark movie night, 6:00 pm |
| 6/7,8,9 | Golden West, Yuba City Fly-in |
| 6/9 | Young Eagles, 9:00 am, SSP |
| 6/11 | EAA 1268 meeting, 7:00 pm, SSP |
| 6/28 | Skypark movie night, 6:00 pm |
| 7/9 | EAA 1268 meeting, 7:00 pm, SSP |
| 7/14 | Young Eagles, 9:00 am, SSP |
| 7/26 | Skypark movie night, 6:00 pm |
| 7/29-8/4 | EAA AirVenture in Oshkosh, WI |
| 8/11 | Young Eagles, 9:00 am, SSP |
| 8/13 | EAA 1268 meeting, 7:00 pm, SSP |
| 8/30 | Skypark movie night, 6:00 pm |
| 9/8 | Young Eagles, 9:00 am, SSP |
| 9/10 | EAA 1268 meeting, 7:00 pm, SSP |
| 9/27 | Skypark movie night, 6:00 pm |
| 10/8 | EAA 1268 meeting, 7:00 pm, SSP Officer nominations |
| 10/13 | Young Eagles, 9:00 am, SSP |
| 10/25 | Skypark movie night, 6:00 pm |
| 11/10 | Young Eagles, 9:00 am, SSP |
| 11/12 | EAA meeting, 7:00 pm, SSP Officer elections |
| 11/29 | Skypark movie night, 6:00 pm |
| ? | Christmas party at Skypark |
| 1/1/13 | New Years Day at Skypark? |

**EAA CHAPTER 1268 MINUTES**
**February 12, 2013**

**EAA Chapter 1268, Board of Directors Meeting**

President Don Booker called the meeting to order at 6:20 pm. He asked for any errors or omissions to the minutes. The Board members didn't see any errors.

Bill Wheadon, Jeanette Woods, Darrel Jones, Robin Tatman, BK White and Paul Seibert were present.

Don suggested filling the speaker calendar with volunteers to either present a program or find a speaker for the month they selected.

Robin announced that the Hayward EAA chapter is sponsoring three slots for the 2013 Air Academy and is looking for qualified applicants. Daniel Shulte and Garrett Porter have both applied. She also said that the Pacific Coast Air Museum in Santa Rosa is having a tour for the Air Explorers on February 17.

Jeanette reported on the Young Eagles pilot's insurance needing to be $100,000/seat. She will inform the Chapter

1268 Young Eagles pilots and will also update the contact list.

Bill Wheadon reported that the current chapter bank balance is $2920.28.

BK reported that five pilots flew thirty Young Eagles on February 10.

Don adjourned the meeting at 6:55.

The dinner of chili, corn muffins, salad and ice cream was prepared by Bill and Jan Wheadon. Don thanked them for the delicious meal.

**EAA Chapter 1268, General Membership Meeting**

President Booker called the regular meeting to order at 7:30 and asked for approval of the minutes of the January meeting. A motion was made and seconded and approved to accept the minutes.

Guests were Chris Coleman, Scott and Andy Debel, and John Bell, a retired Pan Am pilot.

The Board members gave their reports to the membership. Robin also reported that there are five regular and one new Air Explorers in the Post.

Richard Craig, president of Chapter 167 in Napa asked for Chapter 1268's help in hosting the EAA B-17 again this year. The membership enthusiastically agreed to co-sponsor the B-17's visit.

There being no further business, President Booker adjourned the meeting.

The speaker for the evening was Wayne Schoky telling about his experiences flying in Vietnam in DC-3's and other aircraft.

**OTHER NEWS**

This from El Presidente Senior Don Booker (he did fly heliocopters in South America, yah know):

**ELECTRICAL THEORY - by Joe Lucas**

Positive ground (they meant "earth") depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as smoke.

Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions.

The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets. Therefore, it follows that British electrical systems must

leak smoke. Once again, the logic is clear and inescapable.
In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd.

A few Lucas quips:
• Joseph Lucas - The Prince of Darkness
• The Lucas motto: Get home before dark.
• Lucas is the patent holder for the short circuit.
• Lucas - Inventor of the first intermittent wiper.
• Lucas - Inventor of the self-dimming headlamp.
• The three-position Lucas switch--DIM, FLICKER and OFF.
• The other three switch settings--SMOKE, SMOLDER and IGNITE.
• The Original Anti-Theft Device - Lucas Electrics.
• If Lucas made guns, wars would not start either.
• Back in the '70s, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.
And Finally:
Q: Why do the British drink warm beer?
A: Because Lucas makes their refrigerators.

Previously seen, and shamelessly plagiarized, from the PAPA newsletter.

**The Tale of the Super-Secret, Supersonic Tri-Pacer**
by the "Fabric Flash"

There have been a few articles in the Short Wing Piper News recently about the military uses of Short Wing Pipers. Now that the story of the super-secret, supersonic Tri-Pacer has been declassified, the whole tale can finally be told. I should know – I was there. It was my Tri-Pacer and I was the pilot.

It all started when I was employed as a long-range strategic planning officer at the National Air & Space Intelligence Center located at Wright-Patterson AFB. The military was interested in investigating the possibility of using a small, lightweight, rugged, semi- stealthy, prop-driven general aviation aircraft for covert operations in third world countries. The fabric covered short wing Piper series seemed to fit the bill perfectly, except that it was a little slow and lacked extended range capability. It was decided the speed and range issues could be solved by: 1. highly modifying the power plant to greatly increase the speed, and 2. reaching into third world countries by operating from the deck of an aircraft carrier.

The aircraft would need to be fitted with an extensively modified, sophisticated Lycoming engine utilizing classified (at that time) technologies. Other "tweeks" to the propeller, airframe, and landing gear would be needed to accommodate the engine and resulting speed. The Tri-Pacer was modified in a tightly guarded hanger at Wright-Patt.

Ground taxi test were done there at WPAFB just before daybreak on a Sunday morning to avoid snooping eyes. I was admittedly nervous as I ran through the checklist, fired up the engine, and proceeded with the low and high speed taxi tests. We could not risk taking this classified asset into the air in plain view of onlookers in the Dayton area, so it was decided to actually conduct the flight tests from the deck of an aircraft carrier at sea, far from unauthorized prying eyes.

I flew my deceptive bird down to Pensacola NAS low and slow to look like any other Tri- Pacer and not give any hints of how very special this PA-22 really was under the cowlings. I first practiced carrier landings in

a simulator and then made numerous approaches on a runway outlined like a carrier deck. Getting used to flying the "meatball," a Fresnel lens landing light system, was a piece of cake – the runway was not moving.

A real plus to landing a Tri-Pacer on an aircraft carrier is the airplane's slow short-field approach speed. Combine this with the ship "steaming" into the wind at 35kts, plus 20- 30 knots of natural ocean headwind right down the deck, and the Tri-Pacer can land with very little forward motion, almost like a Harrier or Helio-Courier. Certainly no need for a tail hook or arresting gear. The Navy loved it.

The day of reckoning finally arrived to fly "feet wet" to a rendezvous with the nuclear powered USS Eisenhower (CVN-69) at sea. I homed in on the "Ike's" beacon and set up for the standard Navy approach as follows: fly at full cruise power upwind abeam the starboard side in the same direction as the ship is moving, until the ship is at your "7 o-clock." Next comes "the break" as you roll into a 90 degree left bank – right wing points straight up at the sky, left wing straight down at the water – flying a crosswind turn around the bow of the ship to bleed off airspeed. Dial in the landing configuration on downwind. Then you roll into a left base and hold that bank for 185 degrees until you "roll into the groove" on final, 12 seconds from touch down.

*The Tri-Pacer on the flight deck of the "Ike" leading a formation take-off with a Navy chase plane in trail. The jet could not keep up with the modified Tri-Pacer.*

I would be lying to say my palms were dry. My line-up on the centerline was acceptable, angle of attack was good, "paddles" (the LSO - Landing Signals Officer) signaled to add a touch of power, cross over the round-off, fly it right down onto the deck, don't flare, and BANG, my Tri-Pacer & I were safely aboard. I could start breathing again.

*Once aboard the USS Eisenhower, the author observes Navy flight operations from "Vultures Row".*

A few days later, following final system checks and inspections, the full high speed tests commenced. As I donned a "brain bucket" helmet then strapped into the left seat using my four-point harness, I got two thumbs ups from the test coordinator and Lycoming engineers who had modified the engine. I concentrated on the engine start procedure checklist. When I was ready to taxi, I keyed the microphone and requested clearance from the Air Boss, who first cleared the flight deck from his perch two stories above me up in "Pri Fly."

The white shirted aircraft handlers directed me to the catapult using crisp, well rehearsed hand signals. Once in position over the catapult, a "green shirt" disappeared under the cowling to connect the shuttle and catapult bridle to my

specially reinforced nose strut. I got the signal to initiate a full power run-up. This was no ordinary O-320. The modifications are no longer secret, so it can now be told that the standard Champion spark plugs were replaced with special di-lithium-cobalt crystal turbo- encabulator “spark plugs” pictured here.

*Watch a video fully explaining how the encabulators work: CLICK HERE.*

My Tri-Pacer bucked under the restraints of the “holdback.” I saw each of the four handlers posted on the corners give thumbs up as I cycled the yolk through its full travel, left-right-fore-aft. Then the catapult officer dropped down on one knee – my heart was pounding - with his arm extended forward, he pointed toward the bow briefly, then suddenly dropped his arm, touching two fingers to the deck – the signal to launch. Zoweeee! From zero to 135 kts in 2.5 seconds! It happened so quickly I almost forgot to hit the actuator switch to kick in the turbo-encabulator hyperdrive. I managed to reach the switch and throw it just as the nose wheel left the end of the catapult.

Suddenly I was rocketing skyward like nothing I ever experienced before, accelerating past 370 knots in mere seconds. Airspeed was building too quickly, so I hauled back on the yolk and began a nearly vertical climb. The vertical velocity indicator was pegged at max rate of climb and the altimeter was winding up into the flight levels. So I killed the hyperdrive, hauled back on the yoke performing an Immelmann maneuver to reverse course, and at the top I rolled upright, leveling the wings at 21,000 ft. Before I knew it, my craft was 30 miles behind the ship and in position to start the high speed run.

After a 180-degree turn I aimed for the ship, pointed the nose on a 45 degree down-line, kicked in the hyperdrive again, and commenced the high speed test run. The ocean was racing up to meet me. The fabric began to whine like a wounded banshee. As I neared the carrier I leveled at 250 ft with all the stops out. The Lycoming up front was screaming like a tormented demon. The mach meter was flirting with 0.9. The smell of burning rubber filled the cabin as the tires began to cook from the friction – make a note: next time fly with the wheel pants on. I was thrashing about, thankful for the restraints and praying they would continue to hold me in the aircraft. The shaking became more violent. The instrument panel was a blur. I wondered if the trusty PA-22 would hold together. Suddenly – BOOM! It got strangely quiet as I slipped through the sound barrier. All I could hear now was my

heart pounding and the confident purring of that turbo-encabulated Lycoming up front.

*This picture documenting the event is a rarity. It takes just the right combination of conditions and events to capture passing the sound barrier. Not only were the water vapor, density and temperature just right, but there just happened to be a shutterbug on deck to capture the moment. The Tri-Pacer is actually in transonic flight, with normal shock waves emanating from behind the landing gear and across the empennage and tail surfaces. The condition will last for only an instant, and once supersonic flow exists completely around the aircraft, sharp-angled sonic cones replace the normal shock waves. The odds of getting a shot like this are staggering.*

With the first test run completed successfully, I hauled back on the controls and pointed the nose straight up at heaven. This time I wanted to see just how high my little Tri- Pacer could go. Up, up, up the burning blue I topped the windswept heights where neither lark nor eagle flew. As I leveled off at 72,000 ft, I noticed the deep black of space above me and could see the curvature of the earth spread out before me. It was exhilarating, but I was not dressed for the intense cold. I was only wearing a t-shirt from a Caribbean cruise. It was time to head back to the ship.

I requested a fly-by of the ship's "tower" but the Air Boss gave me a "NEGATIVE!" It was a good thing because the little Lycoming had given it's all and gave up the ghost well before I reached the ship. Penetrating the deep cold of the stratosphere after a flaming run at sea level must have done some shock cooling damage. I shut her down and announced an "engine out, dead stick landing". There was no time to clear the F/A-18 Hornets off the flight deck, and no margin for error. I had to get it right the first time – no "bolter" or go-around for a second shot at it. I flew the "meatball" right to touchdown as the Captain adjusted the "Ike's" speed to accommodate my Tri-Pacer's gentle descent profile.

*At left, the author sits in Capt. Alan Gemmill's chair on the bridge of the "Ike" as the special visitors pose with the Captain for a VIP picture to commemorate the occasion.*

*At right, the author having lunch with F/A-18 Hornet jocks on the "Ike" that were all ears to hear what it was like to break the sound barrier in a propeller driven general aviation aircraft.*

Once on board, a tug smartly positioned my Tri-Pacer on the ship's elevator and we were lowered to the hanger deck below, where it was secured. At the mission debriefing that immediately followed, the first thing I heard was a quiet, gentle, demure voice whispering in my ear, "Honey, it's time to wake up from your nap - dinner's ready."
*Author: Dr Ralph Gutowski From www.shortwing.org (Ohio Chapter)*

Thanx and a tip of the hat to John Swallow, editor of the "Hangar News", newsletter of the Vernon (BC) Flying Club.

Fly safe out there folks.
**Send me your news for <u>your</u> newsletter!**

**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**, SO BRING SOME CASH FOR DINNER AND A BIT MORE TO **PAY YOUR DUES FOR 2013!** SEE YOU THERE!

**REMEMBER! THE MARCH MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, MARCH 12 AT 7 P.M., AT THE SKYCRAFTER'S CLUBHOUSE HANGAR B-5 AT SONOMA SKYPARK AIRPORT.**
**DINNER STARTS AT 7 PM, SO DON'T BE LATE!**
**BOARD OF DIRECTORS MEETING WILL BE 6 P.M. BEFORE THE 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**