



# THE FLYING TIMES

The Official Newsletter  
of the Sonoma Sky Crafters

EAA Chapter 1268

Sonoma Skypark Airport  
21870 Eighth Street East  
Sonoma, CA 95476

APRIL 2023



## THE GOOD OLD DAYS OF FLEET WEEK AND SCHELLVILLE

The USS Carl Vinson was based at NAS Alameda and made Fleet Week a blast for the Schellville Escadrille. A great opportunity to do touch and goes on an aircraft carrier while flying a Stearman. Photo by Tom Vogt from the front cockpit of Arden Valasek's Waco UPF-7, Willie Waco.

### **CHAPTER OFFICERS**

President: Don Booker, 707-938-9461  
Vice President: Darrel Jones, 707-799-6382  
Secretary: Yayoi West, 707-364-9257  
Treasurer/Membership: Bill Wheadon, 707-224-3901  
BOD: Robin Tatman, 707-553-2747  
BOD: Marsi Allard, 415-686-5254  
BOD: Nelleke Cooper, 707-938-5587  
BOD/Membership Chair: Roland Gangloff, 707-935-1832

Burger Queen: Marilyn Seibert, 707-479-5712  
Web editor/Young Eagles: Gretchen McDougall  
Dinner/speaker coordinators: Don Booker so far. We still need to fill these jobs.  
Building/Newsletter: Darrel Jones, 707-799-6382

### **FIRST THINGS FIRST**

The January meeting is this **Tuesday, April 11**.  
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 \$10.00 per person. Our chefs for the month will be Don and Ligia Booker and Wayne and Cecilia Schake.

Our speaker will be Stephen Brosseau, who has 5000 hours flying without an engine.

### **WOMEN IN AIRPLANES**



Ruth Helm, class of 43-W-2, Planes flown: AT-6, AT-17, P-63, P-40, P-39, P-47, P-51, B-25, C-47. Bases served: Love Field (Dallas, Tex.) Read about her at <https://cafriseabove.org/ruth-ellen-dailey-helm/>

### **VICE PRESIDENT'S REPORT**

I'm going to make this report seem like we're a needy bunch, but it instead reflects just how much is going on in Chapter 1268.

We need:

A later model computer with a good graphics card for the flight simulator donated to the Chapter. A couple good sized monitors will be needed as well. Someone to help set up the system. David Kendall is coordinating that project. Send me an email and I'll reply with his cell number.

We need:

A dinner coordinator to make a few phone calls to schedule our cooks for the year. We'll supply the roster; you will only need to supply the phone and your own sweet self. Don has been doing this, but would like to hand this one off to another Chapter member. I'm including

the dinner suggestions page Jan Wheadon initially shared with us from the Napa Chapter at the end of this newsletter.

We need:

A speaker coordinator to line up program speakers for the year. I can put you in touch with the other chapters near us to get ideas and contact information. See above. Don would like to retire from this job also.

We need:

2 people to take out the old cabinet in the workshop and put together two shelving units  
2 to 3 people to remove the old sink, cabinet and dishwasher and install the new three compartment stainless commercial sink in the kitchen  
2 to 3 people to put up the insulation in the kitchen and workshop  
2 people to take the junk in the workshop to the dump  
1 to 2 people to add and repair the gutters on the workshop hangar. We get a lot of water into the space when it rains.  
Contact me for any of these jobs and I'll get you all set up and going.

We need:

Donations for the various projects we have going, including the aircraft build project, the restroom/kitchen remodel project, and the youth scholarship fund. Any amount, but the bigger the better. Chapter 1268 is a 501.c.3 non-profit, so all donations are tax deductible.

The Pietenpol build budget is between \$7,000 and \$12,000 over five years; the restroom/kitchen renovation is \$30,000, of which we already have \$5,000, and the scholarship fund is always ongoing. John Thomason used to contribute monthly to the scholarship fund. You can contact Bill Wheadon about making a monthly automatic payment directly into the Chapter bank account.

Remember, you can't take it with you, especially if you fall through the restroom floor while using the facilities.

Thanks,  
Darrel

**EAA 1268 MEMBERSHIP CHAIRMAN  
AND TREASURER REPORT**  
**APRIL 2023**

Activity in the treasury department has picked up considerably in March.

We had one deposit in our account totaling \$565 which consisted of \$45 in dues renewal, \$20 in fundraising from our delicious Corned Beef dinner and \$500 from the Saturday BBQ in February and March.

Two checks were written on our account – one for \$139.27 for materials for the chapter Pietenpol project and one to EAA National for \$2000. The latter check was the return of funds for a Ray scholar who left the program before his first lesson under our sponsorship.

We did receive two deposits from EAA for two of our other Ray Scholars – one for \$3300 and the other for \$1000. There was one refund to our account for \$10.60 for fraudulent activity. I'll explain that one at the meeting if someone asks.

Total chapter funds are \$34,545.30 distributed in the following accounts:  
Checking account - \$29,483.85  
Savings account - \$ 7,645.79  
CD account - \$ 5,326.02  
Total account funds \$42,455.66  
minus \$5180 Clubhouse renovation funds =  
Total chapter funds \$37,275.66

That's all for now – any questions? If so, shoot me an email or give me a call – bill.wheadon@gmail.com. 707-224-3901

Bill  
Membership Chairman and Treasurer

**YOUNG EAGLES**

Young Eagles Day is Sunday, April 16 this month because of Easter. 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 me at wd6bor@vom.com.

**SATURDAY HAMBURGERS**

I received a couple emails from Phil Danskin, and thought I would share them as our Saturday barbecue report. BTW, Marilyn still needs volunteers for prepping, cooking and serving. Give her a call at 707-479-5712 or email her at [Windsong21@comcast.net](mailto:Windsong21@comcast.net).

“Darrel,

I must share:

On 18 March 2023 I volunteered on the grill under our lovely supervisor Saint Marilyn.

This day we had, among others, a young man whose name is Hayden, (a Junior at Casa Grande High School). He delivered the burgers to the waiting patrons and was an all-around help!

Before noonish, another volunteer, Ronnie, and I set out the salt ‘n pepper shakers on the tables.

I shared with Hayden that surveyors need surveyors about as dearly as the airlines need pilots. I constantly teased him about applying for the Civil Engineering Technology program at Santa Rosa Junior College. “Surveying could be a “back-up” vocation,” I said.

In no way, do I mean short-shrift of all our young volunteers. They, too, have been most helpful at the Saturday Hamburgers. But I must share this outstanding observation:

We had closed down for the day and Saint Marilyn and I were chatting and eating our burgers, and without being asked, Hayden, on his own, observed the salt ‘n pepper shakers

needed to be taken off the tables and returned to storage.

Unfortunately, Darrel, some of my experiences with young people has been you have to direct them to fill a task. Maybe because they are shy about taking on a task on their own or did they have their head up their arse? (By the way, to reiterate, NONE of our other young volunteers have their heads where the sun don't shine.)

My observation was the reason to share the good works that go on behind the scenes at the Burger event. There is hope for the future after all! LOL

Phil

Darrel,

Everything I said about Hayden a few weeks ago, well, Luis is a clone of Hadden! There is hope for the future after all.

The young man "saw" tasks that needed to be done and did them!

Have a good week.

Phil"

**2023 DINNER SCHEDULE**

We have some of our celebrity chefs for 2023 but let us know if you want to take an unfilled month. Hot dogs, chili or pizza are perfectly fine. Let me know at [wd6bor@vom.com](mailto:wd6bor@vom.com) and I'll put you on the roster.

We still need a meal coordinator, so please let me know if you can make some phone calls and fill in the schedule for 2023

The schedule for this year so far is:

Month	Cooks/Meal
<b>2023 DINNER SCHEDULE</b>	
JAN	Will Campbell, Nelleke Cooper
FEB	Sindy Mikkelsen
MAR	Marilyn and Bob Avrit

APR	Don and Wayne (+Ligia and Cecilia)
MAY	?
JUN	?
JUL	Darrel- barbecue
AUG	?
SEP	?
OCT	?
NOV	?
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](mailto:wd6bor@vom.com) so we can get your program or speaker information into the newsletter.

We're still looking for a speaker coordinator, so let us know if you can help out.

Month	Speaker/Member/Subject
<b>2023 SPEAKER SCHEDULE</b>	
JAN	Yayoi West- Chapter build project
FEB	Pietenpol video "Finding Flight"
MAR	Yayoi West- total eclipse Apr 20
APR	Stephen Brosseau. 5000hrs flying w/o an engine
MAY	Art Hayden, Mt. Flying, South Africa, Alaska &etc.
JUN	George Bachich. Acrobatic antics; inverted spin recovery
JUL	?
AUG	?
SEP	?
OCT	?
NOV	?
DEC	XMAS PARTY

**2023 EAA 1268 CALENDAR**

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

DATE	EVENT
4/16	Young Eagles 9:30 am
4/11	1268 Meeting 7 pm
4/22	Skypark Movie Night TBA
4/?	Pacific Coast Dream Machines Show- Half Moon Bay, CA
5/?	Estrella Warbirds Wings & Wheels- Paso Robles, CA
5/9	1268 Meeting 7 pm
5/14	Young Eagles 9:30 am
5/?	Thunder Over the Bay Air Show- Travis AFB, Fairfield, CA
5/?	Oregon Int'l Air Show- Hillsboro, OR
5/27	Skypark Movie Night-TBA
<b>5/?</b>	<b>Skypark Family Fun Day!</b>
6/11	Young Eagles 9:30 am
6/13	1268 Meeting 7 pm
6/24	Skypark Movie Night-TBA
7/9	Young Eagles 9:30 am
7/11	1268 Meeting 7 pm
7/20-23	Brodhead Pietenpol Fly-in
7/24-30	EAA AIRVENTURE at Oshkosh
7/22	Skypark Movie Night-TBA
8/8	1268 Meeting 7 pm
8/13	Young Eagles 9:30 am
8/26	Skypark Movie Night-TBA
9/10	Young Eagles 9:30 am
9/12	1268 Meeting 7 pm
9/13-17	Reno Air Races- Reno, NV
9/22-24	MCAS Miramar Air Show- San Diego, CA
10/7-8	California Int'l Airshow- Salinas, CA
9/23	Skypark Movie Night-TBA
9/?	Wings Over Wine Country
9/22-24	California Capital Air Show- Mather AFB, Sacramento, CA
10/6-8	San Francisco Fleet Week- San Francisco, CA
10/8	Young Eagles 9:30 am
10/10	1268 Meeting 7 pm
10/?	Benton Air Fair- Redding, CA

10/13-15	Central Coast AirFest- Santa Maria, CA
10/?	Planes of Fame Air Show- China, CA
10/28	Skypark Movie Night-TBA
11/12	Young Eagles 9:30 am
11/14	1268 Meeting 7 pm
11/25	Skypark Movie Night-TBA
12/2	Skypark Xmas Party
1/1/24	New Years' Day 1 <sup>st</sup> Flight
Every Saturday Noon to 1:30 pm Skypark Hamburgers and Hot Dogs in the clubhouse!	

### **CHAPTER BUILDING PROJECT**

Yayoi continues to keep the Pietenpol building project organized and progressing.

We have a fuselage table with the fuselage side laid out and wood being placed to ready it for gluing. Michael Wray continues as the Team Leader for building and our Young Eagles, Air Academy participants and Ray Scholars continue working on the project and learning how to build an airplane.

Stop by the clubhouse on Saturday morning between 9 and 11:30 and check it out.

### **EAA CHAPTER 1268 MINUTES**

The Board meeting was called to order at 6:17 pm on March 14, 2023, at the Harry F. West Jr. Memorial Clubhouse.

Present were Don Booker (DB), Bill Wheadon (BW), Darrel Jones (DJ), Yayoi West (YW), Nelleke Cooper (NC), and Roland Gangloff (RG).

DJ reported that a new stainless steel kitchen sink was purchased for the clubhouse for \$770. A suitable sized sink could not be found for the budgeted price of \$500. The new sink will be installed during a future work party.

YW asked about practice test materials with related charts, illustrations and diagrams. Practice tests may be available on-line with the



supplementary materials included. If any members have printed copies of these materials, they would be useful for the Monday evening ground school classes.

BW expressed reservations about sending a fourth Chapter 1268 sponsored youth to Air Academy this summer due to the expense of air travel and tuition. Past airfare has been as high as \$1,500 per camper. DJ offered that the camper candidates are required to apply for a campership scholarship to offset the cost of tuition, room and board. Travel expenses won't be known until the tickets are bought. DJ reported that a 17-year-old, James Kurniawan, who has been attending Young Eagles and the Pietenpol build project has applied for our other Advanced camp slot. The board voted to approve his application by a vote of five for with one abstaining.

The Board discusses funding for the Chapter build project, which will cost \$7,000 to \$12,000 after the sale of the airplane. The Board approved an initial \$1,000 for the build project from the Chapter treasury, but the rest of the funding should be through a separate fundraising effort.

DB received an email about EAA workshops being offered in Fremont and Watsonville. He would like to send one or two young Chapter members to a workshop to learn aircraft building skills. He offered to pay for one attendee, at a cost of about \$350 each. The Board agreed that would be a good use of Chapter funds and that they would decide who to send when future workshops are scheduled.

YW reported that an EAA Technical Counselor had visited the Chapter build project and inspected the work completed so far. He gave some good advice and commented that the build team was doing a good job. If we have the Technical Counselor visit and inspect the project a minimum of three times, the airplane will qualify for a lower insurance rate.

YW also reported that the EAA Youth Protection program prohibits young members participating in the aircraft build project from using dangerous power tools and need safety training in the use of all tools. DJ will research and find a tool safety training program and make that available to the build team.

RG reported that he needs a few people to make phone calls to past members to encourage them to return post-COVID to active participation in the Chapter. He will talk to the local Teen Services program to educate the youth they serve about the Chapter and the opportunities available for them to pursue an interest in aviation. He will look into having Nicole Mann, the Petaluma native and astronaut, speak at a venue in Sonoma Valley about pursuing an aviation career and possibly becoming an astronaut.

DJ pointed out that the second Sunday in April is Easter. The Board voted to move Young Eagles from April 9 to April 16 for this month.

DJ reported on the Chapter clubhouse building project that we have a new sink, he will order a new faucet for the sink, he has shelving ready to be assembled in the workshop hangar, insulation to finish the kitchen and that he needs volunteers for those jobs as well as for removing the workshop cabinet and taking it to the dump transfer station.

DJ reported that Ray Scholars Kate Llodra and Luis Membrila have both been approved by EAA for funding. Because Luis has already soloed, he will receive a scholarship grant total of \$6,600. EAA will provide \$4,950 and EAA Chapter 1268 is responsible for the remaining funding up to \$1,650. Kate Llodra will receive a scholarship grant of total \$11,000. EAA will provide \$8,250 and EAA Chapter 1268 is responsible for the remaining funding up to \$2,750.

DJ observed that the clubhouse signs need to be replaced.

RG observed that the EAA 1268 website has a link for Amazon Smile donations, but nothing that would allow people to donate specifically to our other funds, such as the Chapter Build project, the restroom and kitchen remodel and for youth scholarships. He will investigate if that could be created. Gretchen McDougall is our web editor and should have information about implementing those changes.

YW reported that we currently have three 17-year-olds and two fourteen-year-olds participating in the aircraft build project.

The Board meeting was adjourned at 7:00 pm.

Dinner was supplied by Marilyn and Bob Avrit and consisted of corned beef and cabbage and all the trimmings, topped off with a “green” velvet cake, in honor of St. Patrick’s Day..

The program was a presentation about the upcoming total solar eclipse and the mission to return samples from asteroids orbiting the solar system by Yayoi West.

Respectfully submitted,  
Yayoi West  
Secretary EAA Chapter 1268

## **OTHER NEWS**

### **Aviation Profiles: Don Booker**

Donald L. Booker grew up around small airplanes and helicopters. His father was an aircraft mechanic in Mobile, Alabama, where Don got his first airplane ride in a Piper J5 when he was around ten. After they moved to Middletown, Ohio, Don’s paper route took him past the Aeronca aircraft factory where watching the test flights of Aeronca Champs fresh off the production line started him dreaming about flying himself. Helping his father rebuild a Piper J2, and riding around southeastern Ohio in it cemented his desire, so

he used his hard-earned money to pay for flying lessons at the local airport at \$8 an hour.

He soloed in a Cessna 120 at the age of sixteen, then alternately rented that and a Taylorcraft until his dad bought a J5 for him to fly out of their one-way grass strip (one-way because their barn was right at one end of it). Don’s high school cool factor was significantly enhanced by occasionally flying about ten miles to visit his girlfriend and landing in the pasture next to her house. All these teenage flying adventures formed the foundation of a flying career that has spanned three quarters of a century.



With 95 hours in T-craft, C-120, J5, J3, Champ, and Moony M-18 already in his log book, Don joined the Air Force in 1951. He went to mechanic’s school first, then transitioned to flight training in T-6, T-28 and T-33, and soon advanced to flight instructing in those same aircraft. He got his helicopter rating around 1955. Somewhere along the line he logged 25 hours PIC time in the right seat of a B-25. By the time he left the Air Force in 1956, he had 1200 hours in T6, T28, T33, B25, C47, H13, H19, and H5.

Based on his Air Force helicopter experience the FAA awarded Don a civilian rotorcraft/helicopter commercial license, and based on his B-25 time they awarded him an airplane multi-engine rating, although he had never actually landed a B-25 or any other multi-engine airplane. (Maybe he didn't stress that point during the interview?).

Don's eventual accumulation of FAA certificates and ratings is so long and varied that it is challenging to properly list them all. They include Radio operator; Mechanic-airframe and powerplant; Ground instructor; Flight instructor-airplane single engine, instrument airplane, and rotorcraft-helicopter; Flight engineer-turbojet powered; Airline transport pilot-lighter than air free balloon limited to hot air balloons with airborne heater; and Airline transport pilot-airplane multi-engine land B-737.

He instructed in Hiller helicopters for a year and a half in Texas, spent a summer flying helicopters on the North Slope in Alaska, and then flew helicopters at night to oil drilling rigs a few miles off shore in the Gulf of Mexico. He says that at night over water, the only visual references are the shore lights behind you and the lighted drilling tower ahead, the latter of which you have to keep vertical, and that when approaching the tower, the only way to detect a crosswind driving you off course is by noticing the tower appear to rotate in the water as you drift to one side of the straight-line path.

A subsequent assignment had him flying Bell 47's to drilling rigs thirty or forty miles off shore during daylight hours. On one such flight he developed a rough engine and had to land on a well head. He radioed for assistance, but was told he was on his own because there was no place for a rescue helicopter to land. His crippled ship occupied the entire well head. The only solution was to

fix it himself. With the engine running on one mag at a time he used a grease pencil to find the cold exhaust header, then shut down and changed the spark plugs in that cylinder. With the problem now solved, he flew back to shore.

In the 1960's Don's wanderlust drove him to accept helicopter flying assignments in California, Alaska, Mexico, and Central and South America. He flew Bell 47's in the Colombian jungle and in the llanos (plains) of eastern Colombia, relocating explosive charges and seismographic equipment used to map the underground geology. He left Colombia in December of 1960 and flew to Miami, where his then girlfriend eloped to meet him and they were married.

Don later worked for Rick Helicopters at SFO flying photographers around the Bay Area, and welding cargo baskets in between flights. He went back to Alaska to fly geologists around the North Slope, helping them map the surface geology of the Prudhoe Bay Area, then back to Texas to instruct Army helicopter pilots in Hiller helicopters.

Don worked for Bell Helicopter for two years as a production test pilot and for two more years as an experimental test pilot. He says the production test flying was better because he got to fly a lot more, whereas the experimental test flights were always designed to collect specific data in the most efficient manner, which never took very long. The production test flights were interspersed with customer relations assignments, including delivering and checking out buyers in their new helicopters in Mexico, Central, and South America. By the time he left Bell and joined United Airlines, Don had accumulated another 400 hours in airplanes and another 4700 hours in helicopters.



In 1967 Don began a 25-year career with United Airlines, flying Boeing 727 and 767 airliners, and eventually retired as a 737 captain upon reaching mandatory retirement age in 1992. Don likes to say that he did not want to work for a living, so he became a pilot, and one of his most beautiful flying experiences reflects that same attitude. On a cold clear day on a United flight from Cleveland to La Guardia, with glassy smooth air and over 200-mile visibility, he and his fellow crew members all marveled at the fact that someone was actually paying them to do this.

A flight back from Mexico City in a Huey with a forty-knot tailwind is one of Don's most memorable flights. The thrill of seeing the Huey making 140 knot ground speed made that flight unforgettable. However, other flights stand out in his memory, as well, two of which were memorable because they were valuable learning experiences.

One was early in his military training where his T-6 training officer noticed him turning final with the gear still up and radioed him to make this a full stop landing. The unexpected radio call made him double check his gear, which he put down in time to save the plane, but not in time to save himself from a reprimand. After landing he got such a chewing out that he never again came anywhere close to landing gear-up.

Another was a customary friendly coffee bet with the tower personnel at Bell Helicopter's facility in Hurst, Texas, in which he would often bet them coffee that he could auto-rotate to the H on the helipad near the tower. Knowing that in Hurst the wind always blows in the same direction, he made his usual approach only to find during the auto-rotation that he was overshooting the landing. He lost the bet by powering up and going around because he had approached downwind. He learned never to assume the wind direction.

Don first came to Skypark before the runway was even paved. He became a tenant a bit later, when he moved his Tri-pacer here around 1981. He subsequently moved his Luscombe 8E here from Schellville, and after that, his PA28. Don credits Skypark with keeping him interested in flying small planes for as long as he did (another 700 hours in PA22, 8E, and PA28 after he left United). He finds Skypark's family atmosphere so friendly and invigorating that he wants it to always remain that kind of airport. He says his most significant contribution to that goal so far has been to help lead the local EAA chapter back to life after it was nearly decimated by the pandemic.

Don flew for 75 years before finally deciding to quit on January 1, 2023, about 2-1/2 months short of his 91st birthday. Although still comfortable and competent in the cockpit, an aging body made him realize that being a light plane pilot involves more than just flying the airplane. The demands that preflight inspections, wheel chocks, and underwing fuel sumps make on aging joints made him realize that he had been flying long enough and it was time to sell his Cherokee and focus on helping EAA and Sonoma Skypark recruit and encourage the next generation of pilots.

More of Don's flying adventures can be found on a Youtube video of the talk he gave at his 90<sup>th</sup> birthday party. He regaled his audience with his flying memories, including engine failures and auto-rotations, one them into trees in the Colombian jungle in the 1960's. Here is the link: <https://youtu.be/PKHHh-rfiLk>.

You can get to know Don better at Sonoma Skypark EAA chapter 1268 monthly meetings and at the chapter's regular Saturday barbecues. – George Bachich, Hangar N3



Mike Miller, WB6TMH, a member of the Valley of the Moon Amateur Radio Club, relaying disaster damage information to the Sonoma Valley Emergency Operations Center in a previous disaster drill. Frank Russo in his Cub flying the mission.

### **CalDART California Disaster Airlift Response Team Drill May 13**

CalDART invites you to participate in our all-California Disaster Airlift Response exercise at an airport near you.

I'm the outreach coordinator for CalDART California Disaster Airlift Response Team.

We are a group of volunteer pilots based all over California who perform airlift duties in California Disasters.

We coordinate with state/county/city disaster management agencies, and when requested / as needed, we fly disaster personnel, emergency meds, food/water/etc., temporary shelters, on and on, into disaster zones.

More info here: <https://www.caldart.org>

On Saturday May 13, 2023 we will be performing an all-California disaster airlift practice exercise. We hope to dispatch our volunteer pilots on mock missions to at least 100+ of California's 261 public airports.

We want you and your organization to participate in the May 13 drill at an airport near you. Sign up here for more info, or to participate:

<https://www.regathon.com/caldart>

We will also be hosting a Zoom call on April 12th, 2:00 PM to 3:30 PM to discuss plans for May 13. Sign up at the above website to be included in the Zoom invitation.

Also, can you please forward this to your fellow county & city Office of Emergency Services/Management agencies, all airport managers you know of, Sheriffs/Police/Fire/etc., Red Cross, volunteer groups, CERTs, ham radio operators, animal rescue groups (we airlift animal meds & supplies too). Basically, if anybody has anything to do with emergency-prep, or disaster-management, they are invited to join us. Have them contact me, or sign up online if they can join us at an airport near them for the May 13 disaster airlift exercise.

We are also looking for awesome volunteer pilots to join CalDART. Know pilots? Have them contact me.

Read below for more info.

Thanks for the assist! We hope to see you at a nearby airport on May 13.

Dean McCully CalDART Outreach  
[dean@dmccully.com](mailto:dean@dmccully.com) [dean@caldart.org](mailto:dean@caldart.org)

Invitation to Participate in the Disaster Air Transportation Exercise May 13th, 2023

CalDART invites governmental and nongovernmental organizations active in disaster to participate in its volunteer air transportation exercise May 13th, 2023.

Learn how our service adds another ESF-1 critical transportation tool to your disaster response tool kit. All you have to do is register to participate as described below, then come to

your local GA airport at the prescribed time on May 13th to meet our pilot and receive your simulated shipment of disaster supplies. The goal of this exercise is to make organizations around the state more familiar with CalDART and the possibilities for air transport that are open to them in disaster. With this knowledge they can call for support more quickly when disaster strikes, and avoid missteps that will impede the overall response effort.

You may have heard of CalDART through its disaster airlift that it organized in early March for the communities of the San Bernardino Mountains after their historic snowfall isolated them for weeks. CalDART helped Direct Relief move 4,000 lbs of supplies and personnel from Santa Barbara to Oregon during historic fires complicated by the COVID pandemic. CalDART similarly assisted in the Humboldt County earthquake response in December and the Dixie fire two years ago.

CalDART reaches out to communities in disaster and responds when it determines that its air transportation services can be a welcome part of the community's response. CalDART can serve many kinds of urgent transportation needs such as:

- Delivery of food, water, medicines and urgently needed supplies to points within the disaster zone
- Evacuation of people made homeless by collapsed housing who cannot be locally sheltered
- Evacuation of fragile people who cannot survive without clean water, electricity, and/or care services
- Evacuation of seniors whose housing operators can no longer serve their needs
- Transportation of disaster service workers from distant locales to assist undermanned local agencies
- Assistance with local disaster worker commutes from their homes to distant places of work

- Aerial surveillance of the disaster zone including dams, bridges, buildings and roadways
- Backup transportation of last resort to overwhelmed Emergency Medical Services transportation

People from organizations active in disaster are also welcome to attend an exercise briefing in a Zoom meeting (details pasted below) April 12th, 2:00 PM to 3:30 PM, where:

- The exercise will be discussed,
- An overview will be provided on utilizing general aviation in disaster response,
- The wide variety of US public-benefit charitable flying organizations is discussed,
- The California DART Network will be described in further detail, and
- Questions will be answered.

Chapter 1268 and Sonoma Skypark pilots are invited to visit the website and sign up to participate in this disaster drill.

### **WOMEN ON MOTORCYCLES**



**Send me your news for your newsletter!**

## **A Dozen Easy Dinner Menus For The Napa Airport Pilots' Association**

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 Cost-co; 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 Skyrafters**  
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 2023! SEE YOU IN JANUARY!**

**REMEMBER! THE APRIL MEETING OF SONOMA SKYRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, APRIL 11 AT 7 P.M., AT THE SKYRAFTERS' 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 SKYRAFTER 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**