



THE FLYING TIMES

The Official Newsletter
of the Sonoma Sky Crafters

EAA Chapter 1268

Sonoma Skypark Airport
21870 Eighth Street East
Sonoma, CA 95476

DECEMBER 2007



SANTA CLAUS IS COMING TO TOWN!
He just needs to make sure that he checks his "six".

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 the combined Christmas party this Friday, December 7, in the Skycrafters' clubhouse, Hangar B-5, and Ron Price's hangar, A-3, here at Sonoma Skypark.

Dinner will be prepared by the Sonoma Skypark shareholders and pilots, with our EAA Chapter members bringing appetizers. Sonoma Skypark Airport will be providing the main dishes of turkey and baked ham.

If you are a Sonoma Skypark pilot and/or shareholder, bring a dessert or salad if your last name begins with A through M, and a hot veggie, potato or pasta dish if your last name begins with N through Z.

If you are an EAA Chapter 1268 member AND a Sonoma Skypark shareholder, and are unsure what to bring, call Kathy Carmichael at 707-935-1728.

The party begins at 6 PM with appetizers and drinks around the Christmas tree in hangar A-3. Dinner will be in the clubhouse at 7. Please RSVP to Kathy at 707-935-1728 with the number of guests you will bring.

Decorating the clubhouse will happen this Thursday from about 4 to 6 p.m., so let Kathy know if you will be here to help brighten up the place for the party.

Santa Claus will have a hefty fighter escort, so he will be here to hand out presents to the kids at the party. If you are attending with a child, please bring a wrapped gift with the child's name on it for Santa to present to your child.

After dinner and Santa's visit we will have a Christmas carol sing-a-long around the tree. We will spend the evening catching up on old friends, making new ones, and hangar flying while we plan the new year's activities.

There will be no formal business meeting for December, so it will truly be all play and very little work all evening.

MINUTES OF NOVEMBER 13, 2007

Dinner was a delicious jambalaya by the Smiths and the Carmichaels. Desserts were by everyone.

The meeting was called to order sometime after dinner, and ran a little too long, but the members were gracious about everything.

Our guests were Tom Ryan, and our speakers Roger Nikkel of Fastening Systems International, Inc., his nephew Robert Jared "RJ" Nikkel, son-in-law Brian Rowlands and 34 month old grandson, Michael

The President reported that the chapter needs speakers for the upcoming year. He is looking for members building airplanes and/or flying airplanes, and members who have built airplanes or have flown airplanes. Members With Skills are especially sought after. If you think you can hide, you haven't delt with Andy before.

Treasurer Bob reported that we have sixty-eight currently paid members and \$7142.23 in the treasury. If you haven't paid your dues yet, be sure to get it in by the end of the year so you won't owe two years. The IRS just goes after back taxes, we just go after back dues.

Young Eagles coordinator Rich Cooper reported that nineteen Young Eagles were flown in November, with new pilot Travis Morton flying five. He asked for volunteers to help register the kids and to fill out their certificates. He is finding that the pilots can't spell so well and their penmanship is a little more illegible than doctors, so they just don't work out in the paperwork department.

Membership Chair Marilyn Poggensee has just updated the membership roster. We will be asking for type of aircraft owned and flown for the next roster.

Old business included Bill Wheadon having new nametags at the meeting, including a board next to the exit for members to leave their nametag at the end of the meeting.

Walt Lewis reported on the new Air Explorer post to be based at Sonoma

Skypark and sponsored by the Chapter. The first meeting was on this last Young Eagles Sunday on November 11. The Post has six kids and six adult leaders, so they are pretty well matched. The next meeting will be December 9 here at Sonoma Skypark.

The Post is open to all young people ages fourteen through twenty. Contact Walt at 707-664-8457 to participate with your son or daughter.

New business was the announcement of the Christmas party on December 7.

Our speaker was Roger Nikkel of Fateneing Systems International right here in Sonoma and just down the street from the airport on Eighth Street East.

Roger talked about the history of "pop" type blind rivets, and especially the Cherry rivets used in aircraft and aerospace. He presented more information than anyone could absorb in such a short time, but fortunately Brain and RJ had a wide selection of tools and fasteners on hand for the members to touch, fondle and use.

Roger also generously made the offer of the use of some of their high-dollar tools if anyone at the airport needed them during their aircraft construction

The meeting was adjourned and everyone went home, well fed, happy and more knowledgeable than when they came.

FROM EAA NATIONAL

The following letter and linked article were sent to us on behalf of Paul Poberezny, EAA Founder.

November 30, 2007

TO: ALL EAA CHAPTERS

When I read through the history of your EAA, living every day for half a century plus, I truly know how time flies.

I want to share with you some of the thoughts of our members as they appeared in our *Sport Aviation* magazine back in 1963. The organization of dreamers, homebuilders and fellow aviation supporters building/designing their aircraft under the CAA/FAA 51% rule we worked so diligently for and earned is something to be treasured. One can build his or her airplane for educational and recreational purposes and friends can work with you for their own educational value. Really, we can build one half of it – the other half, such as engines, propellers, wheels, brakes, instruments, radios, items not normally within the capabilities of those who work with hand and mind can be purchased. Now we are faced with a situation of the FAA amateur building program being used for commercial purposes – from building complete aircraft or well over the half mark ... not within the intent of the program given to us by those CAA/FAA folks who believed in us. *Let's hope we don't lose this privilege.*

Sincerely,

EXPERIMENTAL AIRCRAFT
ASSOCIATION

Paul H. Poberezny
Founder and Chairman of the Board

Link to the Article: "Experimental Or Not"
by [the late] Joe Kirk, EAA 2023
http://www.eaa.org/sportaviation/2007/november/1963_02_kirk.pdf
Published in *Sport Aviation* magazine;
February 1963

PILOT TALK I HAVEN'T SEEN BEFORE.

AIRSPPEED - Speed of an airplane. (Deduct

25% when listening to a retired fighter pilot.)

BANK - The folks who hold the lien on most pilots' cars.

CARBURETOR ICING - A phenomenon reported to the FAA by pilots immediately after they run out of gas.

CONE OF CONFUSION - An area about the size of New Jersey located near the final approach beacon at an airport.

CRAB - A VFR Instructor's attitude on an IFR day.

DEAD RECKONING - You reckon correctly, or you are.

DESTINATION - Geographical location 30 minutes beyond the pilot's bladder saturation point.

ENGINE FAILURE - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.

FIREWALL - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.

FLIGHT FOLLOWING - Formation flying.

GLIDE DISTANCE - Half the distance from an airplane to the nearest emergency landing field.

HOBBS - An instrument which creates an emergency situation should it fail during dual instruction.

HYDROPLANE - An airplane designed to land long on a short and wet runway.

IFR - A method of flying by needle and horoscope.

LEAN MIXTURE - Nonalcoholic beer.

MINI MAG LITE - Device designed to support the AA battery industry.

NANOSECOND - Time delay between the Low Fuel Warning light and the onset of carburetor icing.

PARACHUTES - The two chutes in a Stearman

PARASITIC DRAG - A pilot who bums a ride and complains about the service.

RANGE - Usually about 3 miles short of the destination.

RICH MIXTURE - What you order at another pilot's promotion party.

ROGER - Used when you're not sure what else to say.

SECTIONAL CHART - Any chart that ends 25 NM short of your destination.

SERVICE CEILING - Altitude at which cabin crew can serve drinks.

SPOILERS - FAA Inspectors.

STALL - Technique used to explain to the bank why your car payment is late.

STEEP BANKS - Banks that charge pilots more than 10% interest.

TURN & BANK INDICATOR - An instrument largely ignored by pilots.

USEFUL LOAD - Volumetric capacity of the aircraft, disregarding weight.

VOR - Radio navigation aid, named after the VORtex effect on pilots trying to home in on it.

WAC CHART - Directions to the Army female barracks.

YANKEE - Any pilot who has to ask New Orleans tower to "Say again".

We have a number of ATPs and military pilots in our Chapter. The following is not for all tastes, so we apologize to those who might be offended, but this is for those pilots who might be able to relate to the protagonists.

FIGHT'S ON!

The setting was the O'Club at Kadena AFB... circa late 60's or early 70's.

The participants were an SR-71 crew, a Captain and Co-pilot from Continental... and two young school teachers for the US Government schools in Okinawa (actually, the last two should be called targets of opportunity).

Ain't no way to say it nicely; but "Round Eyes" were a hot commodity in those days... especially unmarried ones. Our two young ladies were enjoying the unabashed and total focus of the four gentlemen sitting at the two tables on either side of them... "Fights on"!

Since it was a "Dirty Shirt" bar... our two young studs were in flight suits, hepped up a little from their latest "overflight" mission... fearless and bullet proof... they surveyed the opposition and knew they were already in the saddle... or soon would be... no real threat on the scope.

The Captain, while still handsome... was a bit long in tooth, a former Spad driver he was... his co-pilot was of the jet age, having flown "Scooters" on little boats, until opting for the "Good Life" that the airlines promised.

Our two young damsels, were almost immediately overwhelmed by the two young "flat bellies"... in their form fit flight suits... covered with patches... they represented all that was good... about virile, young, American manhood. They were in awe.

Even though the good Captain had bought their drinks... it was obvious, our two SR types had the upper hand. One of the young ladies, looking at a patch on the shoulder of one of the two studs, asked what it meant... the patch was red (compliments green, Air Force guys know about such things). In the middle was the word "Habu"... and just above it was a sinister looking snake. Above it was written... Lockheed Super Bird SR-71... just below that was... MACH 3 +... and just below that was written... 80,000 +.

"Studley do right"; knew it was time for the kill... he told the young ladies that "Habu" was the nickname of the airplane he flew... since they were new on the island, they weren't familiar with the notorious venomous snake that lived in the jungles surrounding them.

At this point the prettier of the two sweet young things asked, "What does match three mean"? Our steely eyed young buck knew it was all over but the shouting... loud enough for most of the club to hear... he firmly, but politely corrected her mis-pronunciation and

explained that Mach was a technical word that stood for the speed of sound... "Mach 3+ means I've flown over 3 times the speed of sound"... and in a moment of sheer brilliance, he looks at the two airline types and says to the Captain, "Hey old man, you ever been above Mach 3"? In a humble mumble... the good Captain acknowledged he had not.

Studley knew her next question... and before she could even ask... he went on to explain that the 80,000+ stood for flying above 80,000 feet. And then Studley went too far... in a final move intended to seal the deal... Studley, erect and steely eyed, looked at our humble Captain and said what he should not have said; "Ever been above 80,000 old man"?

Our humble Captain looked at Studley; then ignoring his protagonist... he cracked a half smile, stared at the two young sweet things, looking for signs of understanding for what he was about to say... He then very calmly and eloquently said, "Only on my W-2 form hotshot, only on my W-2"!

Studley had no idea he'd just been smoked! He had no idea; that the other gender, no matter what degree of blondness, or air filling of head... wouldn't know Mach from match... but they all knew what a W-2 was... it was a "woman thing"... in was innate... it was in their bones... and shortly it was over... our good Captain then said, "Why don't you ladies join us for dinner"? An agreement was quick in coming and as they left for parts unknown... Studley sat there stunned... having no idea what went wrong.

As Corkey was fond of saying, "The genies of fate had just urinated on the best intentions of a young man". A simple government form, had just trumped the fastest and highest flyer in the world... ain't life a bitch

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

REMEMBER! THE DECEMBER MEETING (AND CHRISTMAS PARTY!) OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS FRIDAY, DECEMBER 7, AT 6 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