



THE FLYING TIMES

The Official Newsletter
of the Sonoma Sky Crafters

EAA Chapter 1268

Sonoma Skypark Airport
21870 Eighth Street East
Sonoma, CA 95476

MAY 2024



PIET AT SUNSET OVER BRODHEAD

Did I run this photo before? It's good enough for a second look.

CHAPTER OFFICERS

President: Robin Tatman, 707-553-2747
Vice President: Darrel Jones, 707-799-6382
Secretary: Nelleke Cooper, 707-938-5587
Treasurer: Ray Gallarate, 650-421-3781
BOD: Don Booker, 707-938-9461
BOD: Marsi Allard, 415-686-5254
BOD: Roland Gangloff, 707-935-1832
Web editor/Young Eagles: Gretchen McDougall gretchen.mcdougall@gmail.com

Speaker coordinator: position open
Dinner coordinator: Sindy Mikkelsen
sindymikkelsen@att.net
Saturday barbecue Chair: Marilyn Seibert,
707-479-5712
Building/Newsletter: Darrel Jones, 707-799-
6382, wd6bor@vom.com
Membership Chairs: Don and Ligia Booker,
707-938-9461

FIRST THINGS FIRST

The January meeting is this **Tuesday, May 14**. 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 chef for the month will be Stan Russell, who will be hosting a baked potato night.

Our program will be an update by Rick Beach on the findings from the Cirrus accident at Sonoma Skypark a few years ago. Rick is also a Cirrus SR20 owner and pilot based at Gness Field. Rick has volunteered to help us fly Young Eagles this month.

For those of you who don't read through the whole newsletter, here are our action items for the month:

Go to [EAA 1268 SATURDAY HAMBURGER VOLUNTEER SIGN-UP](#) and put your name on the sign-up list to help with the Saturday barbecue. We have cooks listed, but need prep and servers.

We still need dinner volunteers for September, October and November. We're almost there! Let Sindy Mikkelsen know you can help out here.

We are looking for speakers and programs for July, September, October and November. Let me know if you or someone you know can put on a 45 minute to 1 hour talk and presentation.

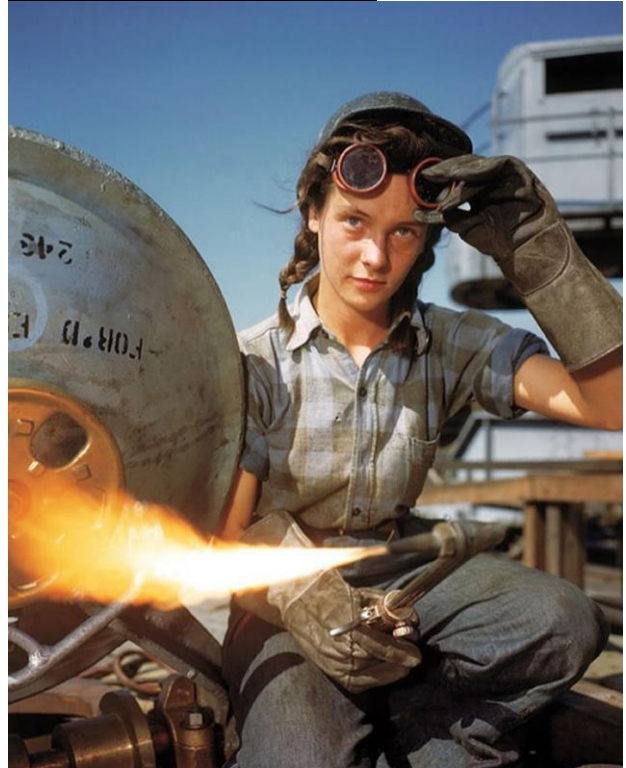
Yayoi and Michael are looking for more people to work on the Chapter Pietenpol build project. Their contact info is in the Pietenpol build report later in the newsletter. Give them a call to be part of this fun project.

We still have a few members who haven't sent in their renewal for 2024. Send your membership renewal to Ray at the following address.

We have a new Treasurer, Ray Gallarate, and a new mailing address, EAA 1268, PO Box 234, Vineburg, CA 95487-0234. Please send your

\$20 dues renewal checks to EAA 1268, PO Box 234, Vineburg, CA 95487-0234.

WOMEN IN AIRPLANES



In honor of my Grandma Fisher, who worked as a welder in the Sausalito shipyards during the war.

Photographed above is Florence "Woo Woo" DiTullio Joyce with a oxyacetylene torch at the Electric Boat shipyard Groton, Connecticut in 1942. Florence was the first woman hired by the Fore River Shipyard in Quincy, Boston, Massachusetts in 1942. She was hired when the shipyard lost most of their male employees to enlistment during WWII. Her nickname "Woo woo" according to Florence came from the call that sailors and yard workers called out to her and she took it to heart.

Photographed by Life Magazine she quickly became dubbed "Wendy the Welder" like many American female workers in the industry at the time. Photographed by Life Magazine @life Note: Electric Boat was the premier submarine manufacturer in the United States during the war.

PRESIDENT'S REPORT

Serendipity: The faculty or phenomenon of finding valuable or agreeable things not sought for.

At the EAA Leadership course that Darrel and I attended in March, they made a big impression on how important it is to expand our membership for all kinds of reasons. We've been working on that in small bits and pieces since. It's been nice to feel a shift in momentum, especially when something unexpected pops up.

Last month I was trying to commute home after my second back-to-back trip from LAX to Paris. It was late on a Friday night, and the airport was packed with everyone going somewhere. I say trying because two chances to get home on Delta and Alaska had already left without me, and my last stop was at a United gate trying to get on the jumpseat of a 737. There was already flow control in place because of the construction going on at SFO. Sixty-minute delay at least. Great.

Suddenly a voice with a heavy French accent penetrated my brain, and I looked around and saw a woman with a huge smile chatting away with her husband behind me. I smiled and blurted out "bon soir," the only thing I could manage at the time, and that started a 30+ minute conversation which culminated in her bringing her 7-year-old daughter to Young Eagles today for her first flight. She did great.

Turns out, Cindy lives about 2 miles from me in Vallejo, runs a day care center with an adjoining grade school, and is looking for all kinds of ways to enrich her charges with new things. Turns out aviation is going to fit right in. She is plugged into the PTA which represents other schools in Vallejo and the County. I am going to meet her Petite Papillons (Little Butterflies) tomorrow, and visit her daughter's school on Thursday.

So, in short, my seemingly lousy commute home turned out to be quite serendipitous for myself and the chapter.

Additionally, lots of thank-yous are in order to our Young Eagles pilots, Gretchen, Marsi, and Darrel which made it a great day after a slow start with our morning overcast.

Look forward to seeing you on Tuesday!

Robin



Guess who Robin ran into on one of her off-duty flights? Gretchen Schae-de-Buckley, Evan's mom, who is a flight attendant for United. Small world.

VICE-PRESIDENT'S REPORT

I want to start my report by extending Chapter 1268's condolences to two of our newer members.

Dan Roseland joined EAA in January so he could fly Young Eagles with us. During his first rally, he didn't have his youth protection certificate yet, so Bill Banner and I took turns being the Young Eagles representative on board. Dan did a second rally in February, but his wife passed away after that after a long illness, so he hasn't been able to be back with us. We look forward to having him in our group again.

Tony MacKinnon also lost his wife recently. Tony has been an enthusiastic supporter of our Saturday barbecue, volunteering to cook and has also donated to the Chapter 1268 kitchen. Marilyn saw him after his loss, and he told her that it was comforting having new friends at Skypark.

We will keep both Dan and Tony in our thoughts and prayers.

Papa, the Petaluma Area Pilots Association, is having an airport open house on June 15 and has invited the whole Sonoma and Marin area aviation community to join them.

This from their president, Mark Sponberg:

For the most part, beautiful flying weather is upon us as we enter the summer season. So, as you make your summer plans, be sure to mark your calendars for June 15th... the BIGGEST and MOST EXCITING EVENT held at the Petaluma Airport in years! We'll probably have to make this an annual event!

We'll start the day off with a PANCAKE BREAKFAST hosted by the "California Friends of Veterans" group. We will have about 30 CORVETTES of all generations mixed in with the aircraft on static display. The Experimental Aircraft Association (EAA) groups will be flying in from Napa, Sonoma, Schellville, Santa Rosa. Finally, the much-anticipated SPOT LANDING competition and (simulated) DEAD STICK CHALLENGE! Of course we love our TACO TRUCK, so look forward to that; and I'm hoping to line up the LEMONADE and POPCORN vendors too. LIVE MUSIC? ... sure, liven it up!

EAA 1268 TREASURER'S REPORT May 2024

The chapter can now accept Venmo payments for Burgers on Saturday (QR code is posted in the clubhouse.) Donations and membership dues are also accepted through Venmo.

Contact me at 650-421-3781 to receive the QR code if you would like to use Venmo.

Checking	\$5651.22
Savings	\$22,466.86
CD	\$15,613.47

Deposits:

Dues	\$95.00
Donations	\$9.71
April Meeting Dinner	\$77.00
Saturday Burgers	\$600.00
EAA Ray Scholarship Wire	\$4100.00

Debits:

CA DOJ Charitable Org. Fee	\$160.00
Petaluma Pilot Training Center	\$1870.59

(For Ray Scholar Hayden Holbrook flight training)

Regards,
Ray Gallarate
650-421-3781 cell

YOUNG EAGLES

Young Eagles Day for May is Sunday, May 12. We had to cancel Young Eagles in April due to a lack of pilots. We have some pilots coming over from other local Chapters, so we should be good this month. I'll be finishing the newsletter after Young Eagles tomorrow, so I'll let you know how things went.



Kristen, from Napa, and Jade

Dateline: Sunday afternoon

What a success! We had a total of seventeen Young Eagles flown, with six airplanes and one gyrocopter. We flew five adults, either as parents or at the separate Eagles Flight event.

I had sent out a request for help to the other local EAA chapters and had Ken Callender bring his gyro from Smith Ranch, Rick Palumbo with his Piper Turbo Arrow IV and Rick Beach with his Cirrus SR20 from Gness field and Chapter 1232, Kristen Gregory with her 152 from Napa, Robin with her Cessna 120 and George with his Cub from Skypark. We also had a new Young Eagles pilot, Ken Kopljev, who has his Marchetti hangered at Skypark, waiting for Napa to clear so he could go get the club 172 for Young Eagles. He didn't make it this month, but said he would be back next month.



Gretchen, doing what she does best!

Gretchen arrived early with Krispy Kream donuts and had everything organized before 9, with Marsi up to help, things went smoothly and. The only problem was that Skypark, as well as Napa and Gness, was IFR until about 10:45.

We got a late start, but with this many pilots and planes, things went smoothly and relatively quickly, with flying finishing up about 1:30. Kristen got out of Napa under SVFR. With higher ceilings, both Ricks left Gness as soon as they could see the ridge between there and Skypark. Ken didn't have any problems getting in with his gyro after the ceilings lifted a bit.

I'm hoping that we can continue mutual support for each Chapter's Young Eagles rallies, as well as other events and activities,

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 Gretchen at gretchen.mcdougall@gmail.com or me at wd6bor@vom.com.

CHAPTER PIET BUILDING PROJECT



Michael, Yayoi and Ron with the Piet.

Michael Wray has let us know that he could use some more help with the Pietenpol project. He has broken the upcoming tasks down into a spreadsheet to give everyone a better idea of what needs to be done. I'll put the spreadsheet at the end of the newsletter.

There are some of you who built or restored an airplane, but haven't had something to lay your hands on for a while. If you're good at woodworking or metalwork and can lend a hand, let Yayoi and Michael know. This newsletter goes to our surrounding EAA Chapters, so spread the word that EAA

members from other Chapters are welcome to participate.

Contact Yayoi at by voice or text at Yayoi West, 707-364-9257. Contact Michael at 650-224-6768.

The young people who have been participating in the Pietenpol project are graduating from high school and will going off to college, so we are on the lookout for some new youth to participate. Let Yayoi and Michael know of any good prospects you have for the next generation of aviators and builders.

The build team meets every Saturday before the Chapter barbecue in the shop hangar next to the clubhouse, so stop in after 9 and take a look at the progress.

SATURDAY BARBECUE

The Saturday barbecue is changing times for food service. Because most of the guests arrive and order between noon and about 12:45, the crew is standing around from then until 1:30 before they can start cleaning up the kitchen.

Food service will now be from **noon until 1 p.m.** It may take a few weeks to get the late arrivals trained, but it will make it fairer for the volunteers who come out every Saturday to prep, cook, serve and clean up.

Marilyn is still looking for someone to be the on-site coordinator on Saturdays, alternating with Marsi. Marilyn will continue as barbecue chairperson, arranging supplies and coordinating the volunteers.

We also need volunteers to follow the link below and sign up for a spot on the list. Put your cursor in a space and type your name. As easy as that! The online list helps Marilyn and Marsi by letting them know in advance who will be there to help each Saturday.

[EAA 1268 SATURDAY HAMBURGER VOLUNTEER SIGN-UP](#)

Our treasurer, Ray Gallarate, set up an online payment system through Venmo for paying for the Saturday barbecue.

This is Chapter 1268's major fundraiser for scholarships for sending our local Young Eagles to the EAA Air Academy in Oshkosh each summer.

Thanks again to Marilyn and Marsi for their very valuable, and enjoyable, contribution to Chapter 1268.

GROUND SCHOOLS

Yayoi has started ground school again at Sonoma Skypark in the clubhouse on Monday evenings. Call or text her at Yayoi West, 707-364-9257 for information on the classes, and to let her know you will be attending.

Students and pilots attending will need to buy a copy of the Jeppsen Private Pilot textbook, 2018 edition, from Sporty's, Jeppsen.com or another pilot supplier.

The classes will be every Monday from 6 to 8 pm. The classes are for everyone from students working on their private pilot license to any pilots wanting a refresher course.

If you have any flight planning gear, such as a plotter, E6B, old sectional charts or anything usable for ground school classes, please bring them to the meeting or drop them off at the clubhouse.

Mike Smith Aviation at Napa Airport is also holding free ground school classes on Saturday mornings.

Contact Kimberly Sanders Smith at 916-607-4023 for more information.

The classes are held at the flight school at 2000 Airport Road, Napa 94558, 200 yards north of terminal building.

This free ground school coaching session for the Private Pilot Knowledge test is for student

pilots, rusty pilots, anyone interested in learning to fly. Everyone is welcome! You'll need to purchase a book, available on site: Gleim Private Pilot Test Prep, \$22.95.

2024 DINNER SCHEDULE

We have some of our celebrity chefs for 2024 but let us know if you want to take an unfilled month. Hot dogs, chili or pizza are perfectly fine. Our meal coordinator is Sindy Mikkelsen at sindymikkelsen@att.net. Let her know you can provide the meal for a meeting and she will put you on the schedule. Copy me at wd6bor@vom.com so I can include you in the newsletter dinner schedule.

The schedule for this year so far is:

Month	Cooks/Meal
2024 DINNER SCHEDULE	
JAN	Robin T.- spaghetti
FEB	Nelleke C., Will C- barbecue and trimmings
MAR	Grace Warden – corned beef and cabbage
APR	Marsi A., Mark and Catherine S. -
MAY	Stan Russell- baked potato night
JUN	Wayne, Celia, Don and Ligia
JUL	Darrel- barbecue
AUG	Gene Marcinkowski/Smith
SEP	
OCT	
NOV	
DEC	XMAS PARTY
Standby	?

SPEAKERS

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

Contact President Robin Tatman at 707-553-2747 or send an email to me at wd6bor@vom.com so we can get your program or speaker information into the newsletter.

We're still looking for a permanent speaker coordinator, so let us know if you can help out by taking on this important job. We can give you contact information for other local

Chapters so you can find speakers they have had.

Month	Speaker/Member/Subject
2024 SPEAKER SCHEDULE	
JAN	Steve Silver- flying the U-2
FEB	Robin Tatman- Chapter 1268 plans and projects for 2024
MAR	Marc Ashton- flight training
APR	Phil Danskin- How those WAC charts have changed!
MAY	Rick Beach- Cirrus accident update
JUN	Steve Lehmann- Sonoma County WWII military aviation history
JUL	
AUG	Charlie Taylor- PCAM- Tales of a Cat Officer
SEP	
OCT	
NOV	
DEC	XMAS PARTY

Here's more information from our May speaker, Rick Beach, on his presentation.

> Talk title: Aftermath of the 2017 Fatal Cirrus Crash at Sonoma Sky Park

>

> Brief abstract:

>

> The fatal Cirrus crash departing Sonoma Sky Park in July 2017 resulted in a lengthy NTSB investigation and significant consequences. Soon after the event, the speaker Rick Beach, spoke at the EAA 124 dinner and described the Cirrus parachute system. The NTSB invited Rick, the Aviation Safety Chair of the Cirrus Owners and Pilots Association, as a party to their investigation with access to the process and evidence used to determine the probable cause.

This talk begins with an overview of the NTSB investigation process then shifts to the analysis of the event leading to several aftermaths that continue to this day. The owners' group and Cirrus Aircraft developed important training interventions about engine management; the NTSB issued a Safety Recommendation about

high-fuel flow events; and subsequent litigation involved his deposition and ultimately a settlement.

>

> Brief bio:

>

> For the past 20 years, Rick Beach promotes aviation safety within the Cirrus community, especially the use of the CAPS parachute system for emergencies and simulators for pilot training. The NTSB has invited hm as a party to 7 investigations of Cirrus events. He flew his SR22 for over 3,700 hours all across the USA and Canada and has been based at Gness Field for the past 12 years. He has been a long-standing member of EAA, AOPA, and the Gness Field Community Association.

2024 EAA 1268 CALENDAR

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

DATE	EVENT
5/11	Estrella Warbirds Wings & Wheels- Paso Robles, CA
5/11-12	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
5/12	Young Eagles 9:30 am
5/14	1268 Meeting 7 pm
5/18-19	Oregon Int'l Air Show- Hillsboro, OR
5/?	Skypark Family Fun Day!
6/2	Anguin-Parrett Field Airport Air Expo fly-in
6/8-9	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
6/9	Young Eagles 9:30 am
6/11	1268 Meeting 7 pm
6/22	Truckee Tahoe Airshow, Truckee
7/13-14	California Capital Air Show- Mather AFB, Sacramento, CA
7/9	1268 Meeting 7 pm
7/13-14	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
7/14	Young Eagles 9:30 am
7/18-21	Brodhead Pietenpol Fly-in

7/22-28	EAA AIRVENTURE at Oshkosh
8/10-11	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
8/11	Young Eagles 9:30 am
8/13	1268 Meeting 7 pm
8/17-18	Wings Over Camarillo Airshow
9/7-8	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
9/8	Young Eagles 9:30 am
9/10	1268 Meeting 7 pm
9/27-29	MCAS Miramar Air Show- San Diego, CA
9/28-29	California Int'l Airshow- Salinas, CA
9/?	Wings Over Wine Country
10/8	1268 Meeting 7 pm
10/11-13	Central Coast AirFest- Santa Maria, CA
10/12-13	San Francisco Fleet Week- San Francisco, CA
10/12-13	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
10/13	Young Eagles 9:30 am
10/?	Benton Air Fair- Redding, CA
10/?	Planes of Fame Air Show- China, CA
11/9-10	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
11/10	Young Eagles 9:30 am
11/12	1268 Meeting 7 pm
12/?	Skypark Xmas Party
12/7-8	Sonoma Skypark Historical Aircraft Display Day- 12 to 4 pm
1/1/25	New Years' Day 1 st Flight
Every Saturday Noon to 1:00 pm Skypark Hamburgers and Hot Dogs in the clubhouse!	

EAA CHAPTER 1268 MINUTES

Board of Directors Meeting
April 9, 2024

The Board meeting was called to order at 6:15 pm.

Present were President Robin Tatman, VP Darrel Jones, Treasurer Ray Gallarate, Secretary Nelleke Cooper and Membership Co-chairs Don and Ligia Booker.

Robin gave a report on the EAA leadership boot camp she and Darrel attended at Chapter 663 at Livermore Airport March 23. She emphasized that the message to all chapters is that they need to embrace a growth mindset to keep the Chapter healthy and vibrant.

Robin also shared ideas for online payment systems, promoting the Chapter with outreach and exploring online Young Eagles registration.

Ray talked about online payment systems for the Saturday barbecue and dues payments. He will research the systems available and report back on the best system for the Chapter.

Don and Ligia reported that they call members who hadn't renewed, but only six responded. They will continue working to increase Chapter 1268's membership and asked for help with the computer work and phoning that needs to be done.

Robin brought up the idea of a pancake breakfast as a fundraiser. She will research what would be involved to do so.

Ray announced the "coffee and donuts" open house at Schellville/Sonoma Valley Airport on March 28. He has talked to the owners, Chris and Cheryl, about having an EAA 1268 information and membership table at future events. They were supportive of Chapter 1268 doing so.

Darrel will get a quote for replacement signs for the clubhouse, as well as for other promotional banners and materials.

The Board Meeting adjourned at 7:00 pm.

Dinner was lasagna garlic bread, salad furnished by Mark and Catherine Shackford, with cake by Marsi.

Will Campbell once again ran a slide show of his beautiful photography. He features aircraft, sailing and artistic photography of the highest professional quality for members to enjoy while they eat dinner and visit.

The General meeting called to order at 7:30 pm.

Robin gave a summary of the Board business and officers' reports.

The General membership meeting was adjourned at 7:45 pm.

The program was a slide presentation of old WAC charts found and scanned by Phil Danskin. It was fascinating seeing the mysterious symbols used on charts in the earlier days of aviation in the Bay Area.

EAA 1268 FLIGHT ADVISOR

By Steve Silver



My goal is to provide a safety forum that is relevant and of interest to you. Please provide feedback to how we are accomplishing our shared goal: SkyparkSteven@gmail.com or 650-520-3193.

For this month, I would like to discuss a practical application as to how we can learn not only from our fellow EAA Chapter 1268 members, but from mistakes and safety issues experienced by our fellow aviators around the Country.

To that end, let's discuss the FAA's Aviation Safety Reporting System. In the past, there was a bit of an adversarial relationship between pilots and the FAA. Pilots were motivated to hide safety incidents for fear of punishment, retribution, or certificate action.

The FAA realized that we all win when pilots report safety issues that allows collection of data to improve safety and learning opportunities for everyone. While it is an ongoing process to develop and maintain that trust between aviators and the FAA, great strides have been made over the years with the collective efforts made to encourage reporting, and allow dissemination of safety information for our mutual benefit.

The FAA's Aviation Safety Reporting System (ASRS) is a "confidential, voluntary, non-punitive" system that provides the venue for the sharing of ideas and learning experiences. Please see the ASRS website: <https://asrs.arc.nasa.gov/> and see how the website works if you ever have to file a report for an incident, or to look at data from other filed reports. Look at "Filing a Report" to see the process, and then look at "Search ASRS database" to view other reports in the system. For my example, I did a search for Petaluma Airport (O69) and the following report was generated:

Time / Day

Date : 202305

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : O69.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear

Crew Size. Number Of Crew : 1

Flight Phase : Initial Approach

Aircraft : 2

Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Crew Size. Number Of Crew : 1

Flight Phase : Initial Approach

Events

Anomaly.Conflict : NMAC (Near Mid Air Collision)

Detector.Person : Flight Crew

Miss Distance.Horizontal : 400

Miss Distance.Vertical : 0

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I was entering a crowded pattern from the north at about 100 kts. I was trying to sequence my arrival with departing aircraft on upwind, crosswind and downwind in the pattern. With radio calls, traffic advisory imagery, and looking out the window, I was trying to distinguish which planes were calling their positions and intentions and distinguish them from ground clutter. I was slowing down and descending into the pattern at the same time.

After locating the planes on upwind and crosswind, I realized I was overtaking a 172, on downwind in front of me, too quickly. My throttle was already reduced for this phase of flight, and I saw that that my airspeed was not dropping sufficiently fast to maintain good separation from that plane. I turned hard to the left, as the pattern was right traffic, so as to either exit the pattern, or create enough space so I

could re-enter it sufficiently behind the 172. At this point I was called by that plane for being too close.

After making sure the area was clear, I continued my approach and did a touch and go landing.

Human Performance Considerations: I was in good condition to fly. I was out practicing for the day. The weather was clear and there was no reason for me to overtake the preceding plane except that I had become distracted trying to detect the other planes that I was concerned could be turning into me from their crosswind legs. It took me too long to do that, and during that time I was not gauging the rate of my overtaking on the 172 well.

At the point that I did see where we were relative to each other, I needed to alter my course aggressively so as not to get any closer. I feel that this was a time, rate, distance problem that developed because I did not properly prioritize the obstacle in front of me (the 172) over the planes that were eventually behind me.

While I suppose this sort of problem could occur at any point, I felt that my ability to correctly shift focus/attention was not as sharp as it would have been had I been flying more frequently.

As an observation, if I did not have the traffic advisory system in the plane, I would have been concentrating more on looking outside. However, I still don't think I would have physically seen the two planes on upwind and crosswind until I could separate them from ground clutter (I could see them on the traffic system, but at close quarters, that is not always a very true gauge of relative locations). Due to their useful and standard radio calls I knew where to look for them, but they were difficult to see.

Conceivably I might have spent even more time looking for them, which would have

possibly meant I would have noticed the speed of my approach to the plane in front of me even later. In summary, I can't fault either standard practices, the equipment or the conditions. I think I simply got behind the plane and that caused me to misjudge our closing speeds. I think my reaction to turn to the left was the correct solution to exiting a deteriorating situation. It would have been better not to need the aggressive turn to maintain separation.

Synopsis

Light aircraft pilot reported an NMAC in the pattern at non-towered airport O69.

As you look through reports, you will start to see common themes: Task saturation, distractions, and miscommunications. After 45 years of flying privately, in the military and commercially, I have found that these threats never go away. Our only option is to recognize these risk factors, and try to mitigate them as best we can. That involves preparing physically and mentally for every flight, utilizing all resources at our disposal, and recognizing the most insidious factor: **COMPLACENCY**.

Please read through ASRS reports and discuss amongst your friends the factors involved, what the pilots could have done differently, and the lesson(s) we can learn from the report.

Look forward to discussing ASRS reports with everyone!

Best,

Steve

Send me your news for your newsletter!

Sonoma Skycrafters
EAA Chapter 1268
PO Box 234
Vineburg, CA 95487-0234

MEMBERSHIP DUES ARE DUE IN JANUARY, AND MEMBERSHIP RUNS FROM JANUARY TO DECEMBER. DUES ARE STILL A MODEST TWENTY BUCKS, SO BRING SOME CASH FOR DINNER AND A BIT MORE TO PAY YOUR DUES FOR 2024! SEE YOU AT THE MEETING! MAIL YOUR CHECK TO: EAA 1268, PO BOX 234, VINEBURG, CA 95487-0234 IF YOU WON'T BE AT THE MEETING.

**REMEMBER! THE MAY MEETING OF SONOMA SKYCRAFTERS EAA CHAPTER 1268 IS THIS TUESDAY, MAY 14 AT 7 P.M., AT THE SKYCRAFTERS' 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**

SKYCRAFTER MEMBERSHIP

EAA CHAPTER 1268 Membership Dues: **\$20 per year.**
Student membership: **FREE**

Name: _____ EMAIL: _____

Address: _____ APT: _____

City: _____ State: _____ ZIP: _____

Telephone number, home: _____ work: _____

EAA MEMBERSHIP NUMBER: _____ EXPIRATION DATE: _____

AIRCRAFT OWNED OR BUILDING: _____

Your check for \$20 should be made payable to: **EAA Chapter 1268**

Please mail your dues to:
Sonoma Skycrafters EAA Chapter 1268
PO Box 234
Vineburg, CA 95487-0234

EAA Chapter 1268 Pietenpol Project						
<u>Component</u>	<u>Activity</u>	<u>Task</u>	<u>Dwg No</u>	<u>Responsible</u>	<u>Checked</u>	<u>Comments</u>
Fuselage	Assemble	Front & Rear Cowl	1	Michael	Ron	
Fuselage	Assemble	Front & Rear Seats	1	James	Michael	
Fuselage	Assemble	Engine Bulkhead	1			
Fuselage	Assemble	Helmet box	1			
Fuselage	Purchase/acquire	Instruments	-			
Fuselage	Fabricate	1/4"x1/8" spruce filler strips	1	Ron?	Michael	
Fuselage	Assemble	Glue Filler strips between gussets	1			
Fuselage	Paint	Sand blast & paint 1st set of fittings	1			
Fuselage	Assemble	Strut fittings	1			
Undercarriage	Purchase	Wood for u/c	Wooden u/c	Darrel?		
Undercarriage	Fabricate	Bend & drill u/c fittings	Wooden u/c	Darrel?		
Undercarriage	Fabricate	Undercarriage	Wooden u/c			
Controls	Paint	Sand blast & paint control assembly				
Controls	Purchase/acquire	Control Cables & Pulleys				
Controls	Assemble	Control Cables				
Tailplane	Assemble	Fit tailplane & fin to fuselage				