



# Contact!

## March 2020

<b>President:</b>	<b>Bobby Goodwin</b>
<b>Vice President:</b>	<b>Charlie Booton</b>
<b>Treasurer:</b>	<b>Gary Bean</b>
<b>Secretary:</b>	<b>Ralph King</b>
<b>Newsletter:</b>	<b>Rick Bernardi</b>
<b>Membership:</b>	<b>Cecil Jones</b>
<b>YE Coordinator</b>	<b>Mark Kellner</b>
<b>IMC Coordinator:</b>	<b>Chad Baker</b>
<b>Technical Counselors</b>	<b>Bob Kaba &amp; Chris Foltz</b>
<b>Flight Advisors</b>	<b>Gary Bean &amp; Carl Franz</b>
<b>Web Editor</b>	<b>Chad Baker</b>

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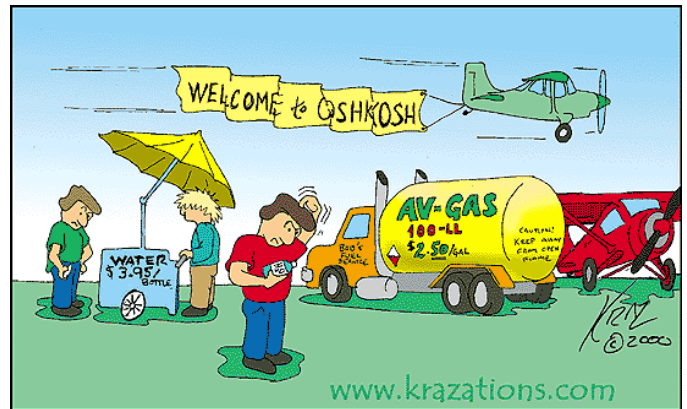
**Note our new logo complements of Chad Baker!**

**Next meeting at KCEW March 14, it will be a Young Eagle event.**

Minutes of EAA meeting 15 February 2020

Members in attendance were:

Tim Cook, Gary Bean, Bill Morrison, Pat Morison, Patrick Sullivan, Howard Walton, Mason Gaines, Lane Watkins, John Kingsley, Ulf Petersson, Bill Benham, Mark Kellner, Rick Bernardi, Charley Booton, Chad A. Baker, Ralph King, George Roll, Dick Russel, Emil Pagliari, Cecil Jones, Chris Hunter, Paul Vermillion, Chris Foltz, Rick Welch.





avoid night flying. Check other instruments to aid recovery, and other suggestions were also discussed.

There is a Sun & Fun event being held in Lakeland 30 March to 5 April.

The Oshkosh event will begin 26 July. Get your reservations in early if you plan to attend.

Gary Bean gave the treasurer report. The club is financially sound with a substantial amount of money in the bank, and a substantial petty cash fund on hand. Annual membership fees are now due and payable, and several folks paid theirs at this meeting.

Mark Kellner gave a report on the Young Eagles event. The next event is scheduled for 14 March, with a weather backup day of 16 May. The regular club meeting will be held on 14 March, instead of 21 March, so it will coincide with the Young Eagles event. Mark again verified the pilots and ground crew availability for the 14 February event, and made a tentative plan for the 16 May weather backup event. There was some discussion as to how best to line up the aircraft on the ground, and how to fly the proposed route and maintain separation while flying, and keep a steady flow of aircraft with the Young Eagles. Watch your emails for more information from Mark as the day draws closer.



Charley Booton gave a safety briefing. The topic was “fire in flight.” What do you do? First – continue to fly the aircraft. Look for a place to land. Talk to ATC or others and let folks know of your situation. Try to find the source of the fire, and use your fire extinguisher if you can. Halon is the best type of fire extinguisher to have available. Try to manage smoke in the cockpit. If the fire is a fuel fire, shut off the fuel supply. When you land, get away from the aircraft. The best fire control, is prevention!!!

Gary Bean has received two emails, one requesting a CFI for training. May 7 is a National Day of Prayer.

### **“The Money Man”**

In the absence of Bobby Goodwin, Charley Booton called the meeting to order at 10:10. Charley thanked Chad for the IMC presentation which Chad had conducted prior to the regular chapter meeting. That scenario was about an aircraft that was making a round trip, and on the return leg after dark, encountered a snow storm, lost radio communications, and began to accumulate ice on the wings. There were lots of discussions on how best to handle such a situation. Make a 180 to get back out of the storm, descend to get out of the freezing conditions. Plan the trip better to

March 27 and 28 is the Marvel of Flight event. Some EAA members will have their planes over there, and any flying of Young Eagles can be completed if the proper forms are filled out and ready. More information on these forms can be obtained from Mark Kellner.

Chad Baker said there are some changes to the chapter website. More information will be coming from Chad.

Pat Sullivan said the airbus tour cannot be held right now due to plant schedules. There may be a timeframe available for a tour in June or July.

Emil Pagliari said his autopilot is still not working. He sent the module back to the factory, and they was there is no problem in the unit. So – the problem must be in his airplane somewhere. If you can provide any help to Emil, I am sure he would appreciate it. It is a big cost to replace the entire system.

PLEASE NOTE: The next EAA 108 meeting will be held on the 14<sup>th</sup> of March to coincide with the Young Eagles event.

Charley Booton adjourned the meeting at 11:42.

EAA chapter 108 Young Eagle's addendum to the 18 January meeting minutes:

The Young Eagles event was scheduled for 1 February. Mark Kellner, Chad Baker, and Ralph King met on 31 January to set up the area for the Saturday morning event. The weather was a factor again, and so Mark and Chad reviewed the weather forecast models extensively. Things were not looking good again for Saturday morning. Since the event had been cancelled two previous times due to the weather, they wanted to make sure the weather would not allow the event to take place before they cancelled it again. They both agreed that the weather was very doubtful, and Chad agreed to let Mark make the final call, and send out the cancellation notice on Friday night. Mark sent out the email cancelling the event later on in the evening.

The make-up day is scheduled for 14 March.

*Respectively submitted , Ralph King- Secretary*

## **Notes from IMC meeting;**

The Chapter 108 IMC Club met at 9 am before the membership meeting to discuss IFR flying and IFR related safety. At IMC Club, a scenario is provided by EAA that depicts the actual events of an IFR related in-flight situation and then asks the question...What Would You Do? 17 people attended, the most attendance so far, to discuss the scenario for February which was appropriately called "Snowman". "Snowman" involved a VFR flight into unexpected IMC combined with a radio failure at a really bad time. Is there ever a good time for a radio failure?

The attendees benefited from various levels of IFR flying experience in the room to think through the priorities and work to get the pilot safely on the ground. IMC Club isn't about figuring out what that pilot did, it's about thinking through the problem based on your individual experience in the hope that if you ever face something similar, you'll have the benefit of having already thought through something similar on the ground before. If your interested in IFR flying, come join us at the next event. I'll advertise through the newsletter, email, and our IMC Club FB page when the next one get's scheduled.

*Chad A. Baker "IMC Coordinator"*

**Fly Safe --- note the following pages!**





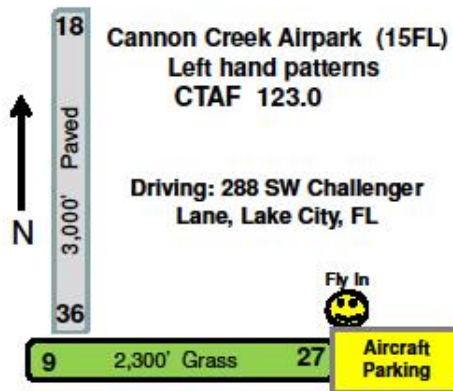
# EAA Chapter 977's 12<sup>th</sup> Annual Shamrock Fly-In



**Saturday March 21<sup>st</sup>, 2020**



**11:30AM – 1:30PM**  
**(rain or shine)**



**\$10 Adults, \$5 Kids**  
**Featuring pulled pork, hot dogs**  
**Complete with sides, drinks, and**  
**our decadent dessert table. Arts**  
**and Crafts displays**

*EAA977.org*

Info: [SocialFlight.com](http://SocialFlight.com)  
Mark at 386-697-4190