



Contact!

July 2021

President:	Chad Baker
Vice President:	Charley Booton
Treasurer:	Gary Bean
Secretary:	Ralph King
Membership:	Cecil Jones
YE Coordinator	Cris Hunter
IMC Coordinator:	Chad Baker
Technical Counselors	Bob Kaba & Carl Franz
Flight Advisors	Gary Bean & Carl Franz
Web Editor	Chad Baker
Newsletter Editor	Rick Bernardi

<https://chapters.eaa.org/ea108>

<https://www.facebook.com/eaachapter.oneoeight>

The next meeting is July 17th, 10am at the CEW FBO. A pancake breakfast at 9:45am with Tim Cook as “cook”!

Letter from the President:

Since the last meeting, we were contacted by Swan Aviation Ministries to help with an aviation camp they are hosting for at risk kids. They wanted to see if we could possibly provide Young Eagle flights for them. Cris Hunter jumped on the opportunity and we are working to provide about a dozen rides this Wednesday morning. This will give us a chance to knock some rust off of our YE work and get a few through the system. We'll provide a report on how it worked out at the next meeting.

July's Pick of the Month: Mike Patey Youtube Channel
<https://www.youtube.com/c/MikePatey>

Mike Patey takes experimental aviation to a whole new level. He's an amazingly innovative, energetic, and passionate aviator in Utah who builds the most unique aircraft. If you've see any video of the bright red turbine powered Polish Wilga named "Draco" with a climb rate like an elevator, that's one of his projects. His current project, "Scrappy", is an amazing bush plane with an 800hp engine and a wing that reshapes itself for different flight regimes. Through his channel you can watch how these incredible machines come to life and awe at his ability and shop resources. Give it a try.

v/r,
Chad

From: **Robert Chad Rogers** <rrogers@myokaloosa.com>
Date: Tue, Jun 29, 2021 at 5:22 PM
Subject: Foy Shaw Parkway - Opening 7/1
To:
CC: Anthony Peterson <apeterson@myokaloosa.com>,
Raymond Beasley <rbeasley@myokaloosa.com>

CEW Tenants and Users,

I am happy to provide an Airports project update and notice that the Foy Shaw Parkway south access to Bob Sikes Airport will be opened to traffic this Thursday, July 1st 2021.

The project connecting the developed west side of the Airport from John Givens Road to Hwy 90 has overcome several challenges to produce a unique piece of infrastructure in the northeast sector of Crestview. It will benefit the Airport, as well as movement of the general public accessing areas such as the new A&P school on the northwest side of the Airport's property, while decreasing thru traffic in surrounding neighborhoods.

The roadway will enhance your access to and from Bob Sikes Airport, and the hope is that it increases productivity and quality of life for your employees and businesses. Fire & Emergency Services response from NOFD will also be enhanced providing a benefit to the greater community. I also want to thank our partners in the County Public Works Department that have been involved throughout the life of the project from planning to execution. PW also re-paved John Givens north of Foy Shaw up to Adora Teal to provide a seamless new surface that will benefit the majority of users at CEW. They also will partner with the Airport for maintenance of the roadway.

If you have any questions, concerns or comments please feel free to reach out to me as always.

VR,
Chad
Robert C. Rogers, P.E.

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Please note: Due to Florida's very broad public records laws, most written communications to or from County employees regarding County business are public records available to the public and media upon request. Therefore, this written email communication including your email address, may be subject to public disclosure.

EAA Minutes of meeting 19 June 2021

The following people were in attendance for the IMC meeting at 0900

Chad Baker	Lane Watkins
Tim Cook	Gary Bean
Cris Hunter	Dick Russell

Chris Foltz	Howard Walton
Ralph King	Bill Benham

The IMC meeting ended at 10:00 The following additional people were in attendance for the regular EAA meeting at 10:00

Butch Raber	Stan Julian
Paul Vermillion	

Chad Baker called the meeting to order at 10:10. Chad again thanked Charlie Starr for the cookout at Sky ranch and all that he did to make it a good meeting. There was a discussion later during the meeting, and a check was written to Charlie Starr for \$75.00 to cover part of the expenses he incurred for the meeting. Everyone enjoyed the cookout, and Tim's cowboy baked beans were a hit again!!

Cris Hunter spoke about the Young Eagles events he is trying to work up. He is trying to get pilots to volunteer to take folks up for a YE fly event without waiting for a group flying day. It seems this will cover all the requirements for a YE club credit, and will be more accessible for some participants. Any pilot wanting to make themselves available for such a “spontaneous” YE fly event is encouraged to contact Cris to set things up. Check the EAA site for your currency to make sure everything is a “go” for the flying.

Charlie Booton gave a ride to a young lady, Bella Keller. She lives with her folks in Freeport and it was her grandmother who flew with her and was visiting from Arizona. She lives in Freeport, and happened to be in our area, and Charlie Booton was available so it made a good ride for her.

The Oshkosh event is coming up. More information will be coming from Chad Baker, and watch your emails also for EAA notifications about this event.

Cecil Jones and team did get selected as a finalist for the Innovation Awards with their project “FlyONSPEED”. This is a big achievement, and congratulations are due for Cecil and the team; **Mike Vaccaro, Lenard Iszak, Cecil Jones, Bob Baggerman, Christopher Jones, Philip Starbuck, Vern Little, Brian Chesteen.**

Watch the EAA Youtube Channel Innovation Awards presentations at Theater in the Woods, Tuesday night, 27 July

Tim Cook suggested re-starting the pancake breakfast. Planned for the next meeting.

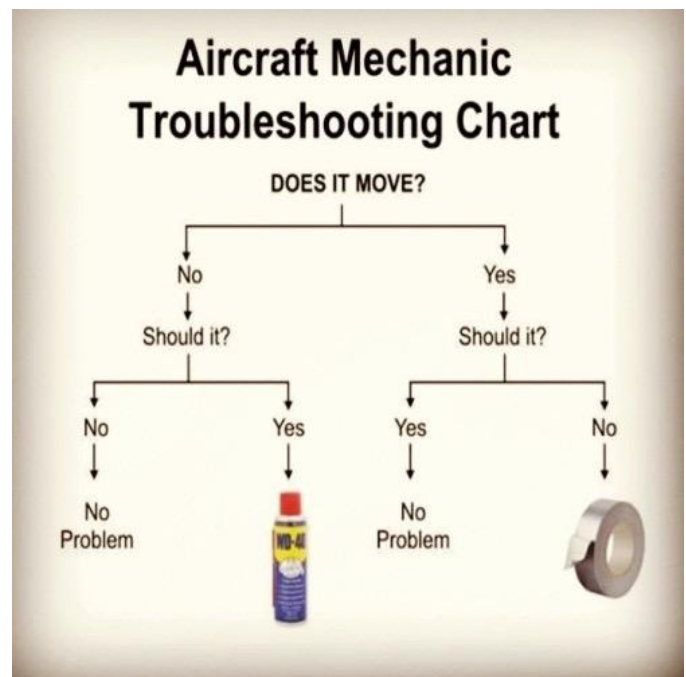
Gary Bean said that three people want to sell their interest in the EAA Hangarmates facility. There are six people participating now, so there will be three spaces up for sale. Those interested should consider their current monthly rentals they are paying now, and compare this and evaluate the situation. The space is for experimental aircraft only, with a wing span of 31.6 feet maximum.

Dick Russell has two tow dollies for sale. Contact Dick Russell if you want one for your tail wheel aircraft. He has also volunteered to host the October meeting at his place, and a cook out will be held as well. More discussion of this will be coming at the next few meetings, so the event can be well publicized.

There is also hangar space coming available at Sky ranch due to the death of a member there. There is a house and hangar coming available for anyone interested.

The meeting was adjourned at 10:49, followed by a presentation by Butch Raber on his Challenger One build. It was very interesting, and detailed, and he had photos to show the steps involved. He got his airworthiness certificate, so he is ready to fly!!!! Now to get his pilot currency up-to-date, and off we go!!!!

Ahhh; this is how our airplane mechanics trouble shoot our airplane issues-?



Classified Adds.....

2 tow dolly dollies, one electric and one gas powered: gas powered currently in a Bonanza configuration but can be modified for other GA airplanes. Electric has been used on Howard, C195 and Meyers OTW; new each cost about \$2500. Asking \$700 each or both for \$1200. Dick Russell, 16 Sky Lane Holt America

See pictures below:



108 hangar Mates, share available, contact Kevin Cocozzoli at-- kmcoco@cox.net

HANGAR SHARE FOR SALE

Crestview Airport – 108 Hangarmates Hangar

One share of the EAA group hangar at the Crestview, Bob Sikes Airport is for sale for immediate occupancy

These shares are only available to members of EAA Chapter 108 who have homebuilt aircraft or projects. You will have a space in the hangar for your plane or project and you will own part of this hangar. When you no longer want your share you may sell it to another member.

Share price is \$6000. Annual dues to the hangar corporation average about \$450 dollars. This is for hangar insurance, taxes, and electricity

NOTE: The hangar is owned by the county and leased to the 108 Hangarmates as a courtesy. The lease will come up for renewal in 2030. The county has continuously renewed the lease in the past, and we have no reason to believe they won't continue after 2030. However, even if they don't, you will have paid \$6000 + about \$4000 in dues. This would work out to about \$92 per month for your hangar space. With county renewal, you would own it for at least 29 years (about \$55 per month).

Contact Kevin Cocozzoli for details. 850-683-0474

SAFETY=====

Stabilized Approach and Landing from FAA Aviation Safety magazine

Focusing on establishing and maintaining a stabilized approach and landing is a great way to avoid experiencing a loss of control. A stabilized approach is one in which the pilot establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. It is based on the pilot's judgment of certain visual clues, and depends on the maintenance of a constant final descent airspeed and configuration.

Maintain a Stabilized Approach

Have you heard these words before? Well, it's not just a buzz term in aviation safety. It's a critical lifesaving way to approach every flight. A pilot is flying a stabilized approach when he or she establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. Every runway is unique, but a commonly referenced optimum glidepath follows the "3:1" principle. The principle, also seen as a descent ratio, means that for every 3 nautical miles (nm) flown over the ground, the aircraft should descend 1,000 feet. This flightpath profile simulates a 3° glideslope.



Photo of runway on approach.

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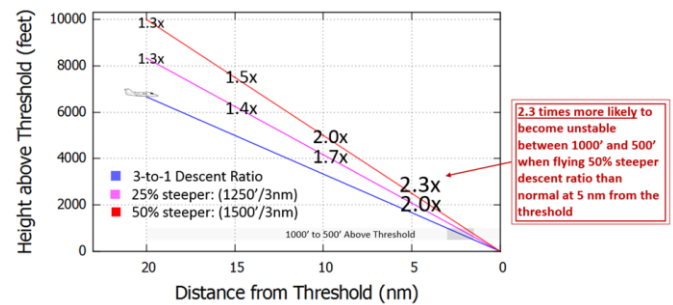
Data Discourse

The Aviation Safety Information Analysis and Sharing (ASIAS) program, a collaborative government and industry initiative, recently completed a high-energy approach analysis by comparing actual stable and unstable approaches of business aviation operators to the common "3:1" descent ratio. The study looked at this relationship from four distinct distances from the runway: 20, 15, 10 and 5 nm from touchdown. The study highlights the importance of being aware of how you manage the aircraft's total energy – kinetic (velocity) plus potential (altitude) – as you begin to fly the approach. Flights that were above the "3:1" descent ratio, and not stable, often had high rates of descent and high approach speeds.

A deeper look at the analysis shows that, even at 20 nm from touchdown, when a flight is above the optimum "3:1" descent ratio, the approach is more at risk of being unstable when closer to the runway (i.e., 500 feet to 1000 feet height above touchdown (HAT)).

Steep Descent Ratios Lead to Unstable Approaches

How Much More Likely of Becoming Unstable when Flying Steeper Descent Ratios



Moreover, the probability of being unstable can **DOUBLE** as you increasingly fly above a "3:1" flight path profile.

In addition, the data shows that at each of the distances (20, 15, 10, 5) when flying a "3:1" descent ratio, there is generally a 50/50 chance of being stable when reaching 500 to 1,000 HAT. Why 50/50? This is because your descent ratio is only one of

many factors (such as aircraft configuration) that determine whether your approach will be stable or not.

Similarly, it's important to recognize high kinetic energy states close-in to airports or near a final approach fix. Similar to descent ratios, the data demonstrates an increased risk potential if speeds during final vectors or approaches are not managed appropriately.

Bottom line: Be mindful of how you are flying an approach before you commence the approach, not just when you are close to the runway.

Remember, one of the most effective ways to prevent becoming a statistic is to GO AROUND if something's is not right at any time. If you choose to continue with an unstabilized approach, you risk landing too high, too fast, out of alignment with the runway centerline, or otherwise being unprepared for landing. These situations can result in loss of control of your aircraft or a runway excursion.

Important Tip: The further from the runway that you establish a "3:1" flight path profile, the greater your probability of successfully flying a stable approach.

NOTE: Every runway is unique and the published glidepath should be flown when available.

Tips for Staying Stable

- ◆ A method to estimate the appropriate descent rate in feet/minute to maintain a 3° glidepath is to multiply the groundspeed in knots by 5.
- ◆ When available, use a visual approach system such as a VASI or PAPI, or precision instrument approach to help maintain glidepath.
- ◆ Increase your knowledge on stabilized approaches. Some resources include the GAJSC website, Chapter 8 of the FAA Pilot's Handbook of Aeronautical Knowledge, Advisory Circular 91-79A, and a recent FAA FlySafe notice.