



Contact!

September 2021

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

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

Upcoming Events:

<https://chapters.eaa.org/ea108/event-calendar>

The next meeting is 18 Sep 21, 10:00 am

at the Emerald Coast FBO mtg room

A Burger Burn will follow the Meeting!

Letter From the President...

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Well, I got some bad news this week...the news no airplane owner wants to hear. My Cherokee "Dorothy" is in need of an overhaul. It went into annual, a cylinder failed compression test and had to be pulled, and a subsequent inspection found not only a bad exhaust valve and cylinder damage, but corrosion/pitting on the camshaft. UGH!! It's only been about 1,653hrs SMOH, but that was in 1983...38 years ago! Average that out it this airplane has flown just over 40hrs per year.

My partners (three of them) and I have only owned Dorothy since 2018 so we don't have that much in the engine reserve fund yet. Thank goodness we'll be splitting the cost 4-ways ☺. This is the first aircraft I've ever owned so everything is a new adventure and learning opportunity. I'm our club's assigned maintenance manager but I'm not an A&P or even all that knowledgeable on engines, so I'm now spending time researching overhaul facilities, requesting quotes, and reading more about how to take care of engines to get the most out of them...trying to learn those things those of you that are A&Ps already know.

One piece of advice I came across is something that I've heard before, but never really internalized. That is that airplanes like to fly. Generally speaking, put 100+ hours a year on your airplane through consistent routine flying and you have a happier engine that should last longer because it doesn't sit still long enough for

corrosion to start. Unless you live someplace like Arizona, flying only 40 hrs a year is a recipe for an early overhaul and something we probably could have predicted.

As I learn more about engines and how to keep them happy and running well, I'll be turning a lot to my pick of the month for September, Mike Busch at Savvy Aviation. Most of you are probably familiar with Mike and his articles, books, and webinars. They are an incredible resource for all things engines and you can find them all in one place on his website at <https://resources.savvyaviation.com/>.

So, for those with airplanes, I leave you with this...Fly More! Your engine will thank you for it and you'll have fun doing it.

v/r,
Chad

EAA chapter 108 meeting minutes, 21 August 2021

Submitted by Ralph King;

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

Ralph King	Bill Benham
Gary Bean	Rick Bernardi
Chris Foltz	Bob Burnet
Dick Russell	Tim Cook
Howard Walton	Charley Booton
John Evans	

The following folks came in after the IMC meeting:

Charlie Starr	Paul Vermillion
Butch Raber	Rick Stone
Phillip Mackrael	Paul Danclovic

We had a very good pancake breakfast again, thanks to Tim Cook. Tim really goes all out for these cooking events, and everyone really enjoys them. There was plenty of food, sausages included. Great job Tim!!!!

Chad Baker called the meeting to order at 10:13. The main event was a briefing by Aaron Lawler, who is an air traffic controller for the Eglin main base. His two letter call sign is LR, in case you need to ask for him specifically.

He has been an ATC in the USAF for 17 years, so has lots of experience to back up his presentation. His briefing was very informative for those flying in the area anywhere around Eglin AFB. His briefing was thorough and described the activities going on in the Eglin area, and how best to precede when you fly. He gave his email address and phone number for anyone wanting to communicate with him directly. He did also suggest our members going on a tour to watch the controllers at work. You can contact him at, aaron.lawler@us.af.mil or 850-882-6151, if you have any questions. His briefing was over at 11:00.

Bob Burnet was awarded the FAA's Wright Brothers Master Pilot Award recently. Congratulations to Bob!!!!

There was some discussion as to where to hold our future meetings. Whether we would stay with the old FSS or move to the FBO. If we move to the FBO, there will need to be some room for storage worked out for our club items. We may continue to use the FSS area just for Young Eagles events due to the available ramp space and keeping out of the way of FBO customer traffic. We may purchase a storage cabinet to be placed in the FBO.

A motion was made, and seconded that we move back to the FBO as a permanent home. The possibility of a large TV to mount at the FBO was approved by the FBO. The details just have to be worked out and the purchase process for the TV and the storage cabinet.

Gary Bean gave a treasurers report. The club has \$3451.xx in the bank, and about \$38.90 in petty cash. He did ask that 50 more caps be purchased to have available to give out as needed.

Some folks asked for club shirts. Emil Pagliari said that he needs a minimum of six to order, and the price is \$25 each. If anyone wants a shirt, please contact Ralph King, or Rick Bernardi to get your request in the system.

The next club meeting will be held September 18th, at the new FBO building. Hamburgers, maybe?

Dick Russell has volunteered his place at the yellow River airport for the October meeting.

There was an around the room discussion, then the meeting was adjourned at 11:30.





Spotted at CEW recently --'What is it??"

